

ASRS Database Report Set

Parachutist / Aircraft Conflicts

Report Set Description.....A sampling of reports involving parachuting activity and conflicts with aircraft.

Update Number5.0

Date of Update.....July 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....32

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 379866

Time

Date : 199709

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORE

State Reference : MA

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Aircraft / 2

Make Model : Other

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 162

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 57

ASRS Report : 379866

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Took Evasive Action

Narrative :

INCIDENT INVOLVED AN UNEXPECTED ENCOUNTER WITH PARACHUTE TFC AT ORANGE MUNICIPAL ARPT, ORANGE, MA. FLT WAS FROM RICHMOND ARPT (WEST KINGSTON, RI) TO ORANGE MUNICIPAL. APPROX 10 NM S OF ORE, I TURNED TO CTAF (122.8) TO LISTEN FOR TFC AT THE FIELD. THE FREQ WAS IN FAIRLY HVY USE FROM TFC AT MULTIPLE ARPTS IN THE VICINITY. HOWEVER, I NOTED NO PARACHUTE WARNINGS AT ORE. APPROX 3 NM FROM THE ARPT, I RADIOED MY POS AND INTENTION TO LAND AT THE FIELD (PRIOR TO THIS, I HAD MADE 2 CALLS TO THE FIELD REQUESTING ACTIVE RWY, BUT RECEIVED NO RESPONSE). IN ORDER TO VERIFY CONDITIONS AT THE FIELD, I MADE A DECISION TO OVERFLY THE ARPT AT 2500 FT MSL (APPROX 1000 FT ABOVE THE PATTERN ALT OF 1555 FT MSL). APPROX 1 NM FROM THE ARPT, I ANNOUNCED MY POS AND INTENTION TO OVERFLY THE ARPT. WHILE OVER THE FIELD, I SAW PARACHUTE TFC DSNDING AHEAD. THE TFC APPEARED TO BE APPROX 1 NM AWAY AND 200 FT ABOVE MY POS. RELATIVE MOTION OF THE TFC INDICATED THAT IT WOULD PASS TO MY R. HOWEVER, A TURN WAS REQUIRED TO INCREASE DISTANCE FROM THE TFC. THE FACT THAT THERE WAS SEPARATION BTWN MY ACFT AND THE PARACHUTE TFC WAS A MATTER OF CHANCE, AND A COLLISION COULD HAVE EASILY OCCURRED IF I HAD BEEN AT A DIFFERENT POINT WHILE APCHING THE FIELD. I BELIEVE THAT THERE WERE MULTIPLE FACTORS INVOLVED. WHEN I CALLED FOR A FLT BRIEFING THE MORNING OF THE FLT, THE BRIEFER ADVISED OF PARACHUTE ACTIVITY IN THE PROVIDENCE AREA. HOWEVER, NO JUMPING WAS NOTED AT ORE. REMEDY: ACTIVITIES WITH PARACHUTE JUMPING ENSURE NOTAM IS FILED, ALSO AWARENESS ON PART OF FLT SVC TO ENSURE ALL RELEVANT NOTAMS ARE PROVIDED. I DID NOT OBTAIN AN UPDATED BRIEFING IMMEDIATELY BEFORE DEPARTING FOR ORE. REMEDY: HAD A NOTAM BEEN MISSED BEFORE, THIS COULD HAVE PROVIDED ANOTHER CHANCE TO RECEIVE IT. CONGESTION FROM VARIOUS ARPTS ON THE CTAF AT ORE. REMEDY: ALL PLTS (INCLUDING MYSELF) EXERCISE PARTICULAR VIGILANCE WHILE COMMUNICATING AND LISTENING ON A CROWDED FREQ. KNOW THAT THERE IS A POSSIBILITY FOR XMISSIONS TO BE CUT OFF IN THIS ENVIRONMENT. I DID NOT NOTE THE SYMBOL FOR PARACHUTE ACTIVITY NEAR ORE ON THE SECTIONAL CHART. REMEDY: MORE CAREFUL REVIEW OF CHARTS, ARPT DIRECTORIES IN THE FLT PLANNING STAGE. EVEN WITHOUT A NOTAM, A TELEPHONE CALL TO THE FIELD COULD HAVE PROVIDED ME KNOWLEDGE OF PARACHUTE ACTIVITY OR OTHER FACTORS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT HE WAS FLYING HIS PIPER CHEROKEE WARRIOR TO AN ARPT THAT HE HAD NOT VISITED BEFORE AND HE DECIDED TO CALL EARLY AND LEARN WHAT HE COULD OF THE TFC SIT. HE FOUND THAT THE CTAF FREQ WAS VERY CONGESTED WITH TFC CALLS AT SEVERAL ARPTS IN THE AREA THAT USED THE SAME FREQ. HE DID HEAR ONE SERIES OF CALLS FOR A DROP ACFT OVER A NEARBY UNIVERSITY, BUT NOTHING FOR ORE. IN FACT, ONE OTHER ACFT USING ORE ACKNOWLEDGED HIS CALLS. HE DECIDED TO OVERFLY ORE TO VISUALLY CHK THE TFC PATTERN AND THE ARPT. HE SAW THE OTHER ACFT USING ONE RWY AND NOTED THAT A DRAG STRIP HAD BEEN SET UP ON A CLOSED RWY. AS HE FLEW OVER THE ARPT, HE WAS SURPRISED WHEN HE SAW PARACHUTES OPENING AHEAD OF HIM. HE WOULD HAVE MISSED THEM ON HIS HEADING, BUT HE DECIDED TO TURN AWAY TO GIVE THEM MORE CLRNC. HE SAID THAT THE FACT THAT HE WAS CLR WAS PURELY DUE TO CHANCE AS THERE WAS STILL NO RADIO CONTACT WITH THE DROP ACFT. THE PLT SAID THAT HE LOOKED FOR THE DROP ACFT, BUT DID NOT SEE IT. AFTER LNDG HE REMAINED ON THE ARPT FOR QUITE A WHILE AND NO DROP ACFT LANDED SO HE ASSUMED THAT IT WAS BASED ELSEWHERE. THE RPTR SAID THAT SOME SOLUTION SHOULD BE FOUND FOR THE CONGESTION ON CTAF FREQS. HE SAID THAT THE FAA SHOULD USE MORE FREQS INCLUDING THOSE THAT OLDER RADIOS MAY NOT BE CAPABLE OF USING. HE FEELS THAT REQUIRING THE RADIOS TO BE UPGRADED AND INSTALLED SOON IN ALL ACFT IS A SAFETY MEASURE THAT IS NECESSARY.

Synopsis :

A PA28 PLT RPTS THAT HE CAME UNCOMFORTABLY CLOSE TO PARACHUTISTS THAT DROPPED IN THE VICINITY OF AN ARPT THAT HE WAS USING. HE DID NOT RECEIVE ANY PRE-DROP RADIO CALLS ON THE CTAF FREQ FOR THAT ARPT. HE DID MONITOR RADIO CALLS ON THAT FREQ FOR OTHER ARPTS IN THE AREA, HOWEVER, SO HE KNEW THAT HIS RADIOS WERE WORKING.

Time

Date : 199709

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.ATC Facility : BYP

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11000

Aircraft / 1

Controlling Facilities.ARTCC : ZFW

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 380113

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.Flight Crew : Took Evasive Action

Narrative :

Z TIME: XA35Z. FREQ/ALT: ZFW OVER BONHAM VOR. ATC FACILITY: ZFW. LOCATION: APPROX 12 MI SW OF BONHAM VORTAC, 11000 FT ON ARR. WE'D BEEN CLRED FOR THE BONHAM ARR DFW, AND WERE AT 11000 FT AT 250 KTS JUST SW OF THE VORTAC. FT WORTH HAD CORRECTLY ADVISED ALL ACFT OF THE SKYDIVING ACTIVITY VICINITY OF BONHAM. WE WERE VMC AND HAD A JUMP ACFT IN SIGHT AT APPROX 12500 FT. I OBSERVED THE JUMPER LEAVE THE ACFT AND PASS IN FRONT OF US AT A DISTANCE OF APPROX 4 MI. ALMOST IMMEDIATELY, THE JUMP ACFT BEGAN A DSCNT AT ABOUT OUR 2 O'CLOCK POS AND, JUST TO MAKE THINGS A BIT MORE EXCITING, WE RECEIVED AND RESPONDED TO A TCASII ALERT TO DSND. THE RA LASTED ONLY A CYCLE AND WE ONLY DSNDDED 100 FT. I ADVISED FT WORTH THAT WE HAD BRIEFLY RESPONDED TO A TCASII RA AND WERE RETURNING TO 11000 FT. HE SHIPPED US TO APCH CTL IMMEDIATELY. I'M CERTAIN THAT SKYDIVING IN THAT PARTICULAR AIRSPACE IS AND WILL CONTINUE TO BE PERFECTLY LEGAL, BUT IT IS AND WILL CONTINUE TO BE PERFECTLY STUPID. UNFORTUNATELY, IT WILL TAKE A FEW SKYDIVER FATALITIES OR, WORSE, A HULL LOSS TO CAUSE IT TO BE MOVED ELSEWHERE TO A LOCATION THAT COMMON SENSE WOULD SELECT.

Synopsis :

MD80 FLC ADVISED OF SKYDIVE ACTIVITY ON THE ARR RTE. THEY HAD THE JUMP ACFT IN SIGHT BUT AS THE JUMPERS DEPARTED THE ACFT THE PLT MADE A DSCNT AND TCASII ACTIVATED. FLC DSNDDED IN RESPONSE AND NOTIFIED ATC.

Time

Date : 199709
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : W97
Locale Reference.ATC Facility : HCM
State Reference : VA
Altitude.MSL.Bound Lower : 5000
Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ORF
Make Model : King Air C90 E90

Aircraft / 2

Make Model : Jetstream Series Commuter Acft

Aircraft / 3

Make Model : Other

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5750
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 440
ASRS Report : 380163

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : Unspecified
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

I WAS FLYING A B90 KING AIR FOR PARAJUMPS OVER W97 WESTPOINT, VA, AT 13600 FT AND GAVE NORFOLK APCH THE NORMAL 1 MIN TO JUMP (THIS WAS THE 7TH FLT OF THE DAY AND I WAS USING SAME XPONDER CODE). THERE WAS NO RESPONSE FROM NORFOLK, SO I GAVE A 30 SECONDS TO JUMP. NORFOLK RESPONDED THIS TIME WITH XYZ RPT JUMPERS AWAY. I RESPONDED XYZ WILCO OR XYZ ROGER. ABOUT 30 SECONDS LATER I RPTED XYZ JUMPERS AWAY AND BEGAN DSNDING. NORFOLK RESPONDED WITH THANK YOU XYZ RPT LEAVING 3000 FT. AS I LOOKED DOWN TO COUNT CANOPIES AND CHK FOR JUMPERS I NOTICED THE TANDEM JUMP MASTER AND STUDENT TUMBLING WITH NO DRONE CHUTE OUT. I FIXED ON THEM AND WATCHED IN FEAR AS THEY FELL SOME 7000 FT BEFORE STABILIZING AND DEPLOYING THE DRONE. SECONDS LATER A JETSTREAM APPEARED AT THEIR ALT AS THE MAIN CHUTE DEPLOYED FROM MY POS AT PROBABLY 8000 FT. THEY LOOKED LIKE THEY WERE GOING TO COLLIDE WITH THE JETSTREAM. AT THIS TIME NORFOLK CALLED TFC FOR THE JETSTREAM. AS SOON AS HE FINISHED I ASKED WAS HE SHOWING TFC OVER WESTPOINT. THE JETSTREAM CREW THEN EXPLAINED THAT THEY JUST MISSED JUMPERS BY SECONDS. THE CTLR EXPLAINED TO ME THAT THE TFC HAD JUST BEEN HANDED TO HIM AND JUST ENTERED HIS AIRSPACE 3 MI N. THE AREA APPEARED CLR BEFORE THE JUMP AND NO TFC WAS RPTED UNTIL AFTER JUMPERS HAD LEFT THE ACFT. THE JETSTREAM WAS TRAVELING APPROX 260 KTS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR WAS THE PLT OF A DROP ACFT THAT SAID THAT HE USED THE PROPER RADIO PROC TO DROP HIS LOAD OF PARACHUTISTS. HE SAID THAT HE TURNED AND STARTED HIS DSCNT AFTER THE DROP AND AT THAT TIME HE SAW THE JETSTREAM. HE ASKED THE CTLR ABOUT THE JETSTREAM AND HE, APPARENTLY, SAID THAT HE HAD RECEIVED A LATE HDOF. LATER THE PLT TALKED TO THE TRACON SUPVR. THE SUPVR, APPARENTLY, SAID THAT AFTER LISTENING TO THE TAPES HE CONCLUDED THAT THE CTLR WAS AT FAULT BECAUSE HE HAD ACCEPTED THE JETSTREAM'S HDOF AND HE THOUGHT THAT HE HAD INFORMED THE RPTR ABOUT THE JETSTREAM AND HAD ADVISED TO CANCEL THE DROP. ALLEGEDLY, THE ONLY EXCHANGE ON THE TAPE WAS THE SERIES OF CALLS BY THE RPTR AND THE CTLR'S ACKNOWLEDGMENTS. THE DROP PLT FURTHER STATED THAT HE HAD ANOTHER EVENT WITH THE SAME APCH CTLR. IN THIS CASE, THE CTLR TOLD HIM THAT THE CTLR'S AIRSPACE ONLY WENT TO 13500 FT. SINCE THE PLT HAD BEEN ROUTINELY GOING TO 14000 FT, THEN DSNDING WITH THE PWR BACK TO REDUCE PROP BLAST ON THE JUMPERS, WITH NO PREVIOUS COMPLAINT FROM THE CTLRS HE CONTINUED TO MAKE HIS ROUTINE PATTERN AND THE PRE-DROP RADIO CALLS. THE CTLR, APPARENTLY, TOLD HIM THAT RADAR SVC WAS TERMINATED AND HE WAS CLRED OFF THE TRACON FREQ. THE RPTR SAID THAT HE MADE HIS RADIO CALLS ON THE FREQ ANYWAY AND THE CTLR ACKNOWLEDGED AS USUAL. THE PLT IS ATTEMPTING TO CHK THROUGH HIS COMPANY TO GET A PROC THAT IS SATISFACTORY TO ALL PARTIES.

Synopsis :

A BE90 PLT FOR A JUMP SCHOOL RPTS THAT HE WITNESSED A CLOSE ENCOUNTER BTWN THE PARACHUTISTS THAT HE HAD DROPPED AND A JETSTREAM COMMUTER ACFT NEAR W97. HE SAID THAT HE FOLLOWED THE CORRECT PROC, BUT THE APCH CTLR DID NOT.

ACN: 382248

Time

Date : 199710

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : DFW

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DFW

Make Model : Fokker 100

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 382248

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

VICINITY OF COVIE INTXN WE WERE GIVEN A TA ABOUT A JUMP PLANE AHEAD ON THE ARR. ACQUIRED IT ON TCASII AND THEN VISUALLY, BUT WERE NOT WARNED OF THE JUMPERS WITH SOME SORT OF DROGUE PARACHUTE ATTACHED TO THEM. THEY CAME ACROSS OUR FLT PATH OF COURSE DSNDRG THROUGH OUR ALT, AND PASSED OFF TO OUR R WITH LESS THAN 1 MI CLRNC. THESE JUMP PLANES ARE FREQUENTLY OPERATING RIGHT ON THE ARR RTE INTO DFW. THIS MAKES ABSOLUTELY NO SENSE AND SHOULD BE PROHIBITED FROM NOW ON. THANK YOU.

Synopsis :

AN ARRIVING ACR FK10 AT 11000 FT WAS ISSUED A JUMP ACFT AS TFC. THE RPTR SPOTTED THE ACFT ON TCASII AND VISUALLY. SHORTLY THEREAFTER, JUMPERS WERE RELEASED AND CAME WITHIN 1 MI OF THE FK10. THE RPTR QUESTIONS THE SAFETY OF ALLOWING JUMP OPS ON AN ARR RTE.

Time

Date : 199710

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : JOT

State Reference : IL

Altitude.MSL.Bound Lower : 14500

Altitude.MSL.Bound Upper : 14500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 300

ASRS Report : 382272

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Detected After The Fact

Narrative :

ON JUMP RUN I HAD HEARD A XMISSION OF TFC, HOWEVER, IT WAS STEPPED ON. I NEVER ACKNOWLEDGED THE TA. I HAD CLRED THE AREA AND WAS WELL WITHIN MY HOT NOTAM AREA. NEXT XMISSION WAS THAT TFC WAS BEHIND ME. A B737 COMPLAINED THAT A JUMPER HAD GONE BY HIS WINDSCREEN. CONTRIBUTING FACTORS: HIGH ANGLE OF ATTACK, HIGHER ALT THAN OTHER TFC, POOR VISIBILITY TO WHERE TFC IS BELOW DUE TO COWLING AND CARGO BARS, LACK OF COM, FAILURE TO CLR AREA OF IFR TFC AFTER A 2 MIN WARNING IS GIVEN TO CTR. NO CORRECTIVE ACTIONS COULD BE DONE BY MYSELF BECAUSE OF LACK OF NOTICE TO IMPENDING TFC. ONLY THING TO MAKE THINGS DIFFERENT FOR ME IS TO ASK FOR CLARIFICATION OF TFC EACH TIME SOMEONE STEPS ON XMISSION.

Synopsis :

A PARACHUTE JUMP ACFT AT 14500 FT MONITORING ARTCC FREQ HEARS A XMISSION FROM THE CTLR ADVISING OF TFC, HOWEVER, THE XMISSION IS BLOCKED. THE RPTR LEARNS LATER THAT A B737 PLT COMPLAINED THAT A JUMPER HAD PASSED CLOSE TO HIS ACFT.

Time

Date : 199710

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHK

State Reference : FL

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA

Controlling Facilities.TRACON : PBI

Make Model : Twin Otter DHC-6

Aircraft / 2

Make Model : SA 365 Dauphin 2

Aircraft / 3

Make Model : DHC-8-300

Person / 1

Function.Controller : Approach

Experience.Flight Time.Total : 6500

ASRS Report : 382949

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : First Officer

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.None Taken : Anomaly Accepted

Narrative :

GOV Y ON H65 HELI WAS IFR HOLDING AT PHK VOR. ACR Z, A DHC8 WAS INBOUND PHK VOR AT 7000 FT, WITH VECTORS FOR THE ILS RWY 9L PBI. ZMA INFORMED ME THAT PARACHUTE JUMPING WAS IN PROGRESS OVER PHK FROM 13500 FT AGL. I INFORMED ZMA THAT THERE WAS TFC (S) OVER PHK AT 3000 FT AND 7000 FT, BUT THEY JUMPED ANYWAY. THE DHC6 X PASSED OVERHEAD 1 TO 1 1/2 MI AT 7000 FT. THE H65 WAS NON RADAR AT THE TIME. LAST KNOWN POS WAS INBOUND TO PHK VOR IN THE PUBLISHED HOLD. RADAR WAS INTERMITTENT AT BEST. I FEEL THIS IS A VERY BAD SIT WHEN THEY WOULD JUMP WITH A 9000 FT BROKEN CEILING AND 2 IFR ACFT WITHIN 3 MI OF THE PHK VOR.

Synopsis :

APCH CTLR COMPLAINT ABOUT PARACHUTE JUMPING OVER THE PHK VOR WHILE ACFT ON IFR FLT PLANS WERE HOLDING AND 1 ACR DH8 WAS ON A VECTOR FOR APCH TO PBI. ZMA ARTCC CTLR DID INFORM THE RPTR OF THE PENDING PARACHUTE DROP, BUT RPTR FEELS THIS IS A DANGEROUS ACTIVITY IN THIS AREA WITH BROKEN CLOUDS BEING RPTED.

Time

Date : 199710

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SWF

State Reference : NY

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SWF

Make Model : Fokker 100

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Local

ASRS Report : 383420

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

ACR X, FK10, ON VISUAL APCH TO RWY 9 IS SEQUENCED TO FOLLOW DH8 STRAIGHT IN FROM L DOWNWIND. ACR X ASKS FOR DH8 POS. TWR CTLR LOOKS THROUGH FIELD GLASSES FOR DH8 POS AND JUST HAPPENS TO SPOT PARAJUMPERS DSNDING IN WHAT APPEARS TO BE A DIRECT LINE WITH FK10'S DOWNWIND PATH. CTLR IMMEDIATELY INFORMED FK10 FLC, WHO TAKE EVASIVE TURN TO THE R. ACR X CAPT CALLS TWR LATER AT CTLR'S REQUEST AND CONCURS THAT NECESSARY CALL WAS MADE ON CONVERGING SIT. THE ABSENCE OF A BRITE RADAR DISPLAY IN THE TWR CAB GREATLY REDUCED THE AMOUNT OF WARNING TIME THE CTLR COULD PROVIDE THE FLC. THERE IS AN EXISTING JUMP ZONE LOCATED AT MGJ ARPT, LOCATED 7 MI WNW OF SWF. AFTER CHKING WITH NEW YORK APCH, IT WAS LEARNED THE JUMP ACFT NEVER INFORMED ATC OF 'JUMPERS AWAY.'

Synopsis :

A LCL CTLR OBSERVES UNCOORD PARACHUTE JUMP ACTIVITY IN THE TFC PATTERN AND ALERTS AN ACR FK10 ON DOWNWIND. THE FK10 TOOK EVASIVE ACTION TO AVOID THE JUMP ACTIVITY.

Time

Date : 199711

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RDU

State Reference : NC

Altitude.MSL.Bound Lower : 2500

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RDU

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Make Model : Queen Air 65/70 (Seminole)

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6300

Experience.Flight Time.Last 90 Days : 234

Experience.Flight Time.Type : 3500

ASRS Report : 385246

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Took Evasive Action

Narrative :

LOCATION: APCH CORRIDOR ILS RWY 23R JUST OUTSIDE OF PRSTN. UPON LEAVING ARGAL INTXN FOR VECTORS FOR ILS RWY 23R AT RDU, WE WERE ISSUED A HDG OF 270 DEGS TO AVOID PARACHUTERS. THE CAPT COMMENTED TO THE CTLR THAT THEY WERE AWFULLY CLOSE AND WE HAD THEM IN SIGHT. THE CTLR RESPONDED THAT THEY (THE PARACHUTERS) WERE USED TO IT. WE COUNTED 5 OF THEM AT ABOUT 4000 FT. WE THEN GOT A TURN TOWARDS PRSTN AS WELL AS A TA ALERTING US OF THE AIRPLANE THAT JUST DROPPED THEM. THE TA SHOWED HIM IN YELLOW ABOUT 1200 FT ABOVE IN A DSCNT. WHEN I MADE A VISUAL I COULD SEE HE WAS ON A COLLISION COURSE WITH US. I DISCONNECTED THE AUTOPLT AND AUTOTHROTTLES AND STARTED A RAPID DSCNT TO AVOID A MIDAIR. WE SUBSEQUENTLY GOT AN RA (RED) WITH A COMMAND OF A DSCNT TO APPROX 1200-1400 FPM. THE OTHER ACFT WAS IN A R BANK DSNDING AND CROSSED OVERHEAD WITHIN 200 FT OF US. THE CTLR NEVER ALERTED US TO THE ACFT -- ONLY THE JUMPERS. HAD TCASII NOT ALERTED US TO THE TFC, I MIGHT NOT HAVE GOT A VISUAL ON THE TARGET. AFTER EVASIVE MANEUVERING, APCH WAS COMPLETED WITHOUT ANY MORE INTERRUPTIONS AND EVERYONE IN THE BACK SAID THEY WERE OK. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE AND THE CAPT WERE VERY ALARMED NOT ONLY TO OBSERVE THE SKYDIVERS SO CLOSE, BUT FOR COMPLACENT ATTITUDE OF THE CTLR REGARDING THE UNSAFE CONDITION THAT EXISTED. IN ADDITION, THE LACK OF PROVIDING AN ADVISORY OF THE JUMP ACFT THAT COULD HAVE BEEN A MIDAIR COLLISION IF IT HAD NOT BEEN FOR THE TCASII ALERT TO THE DSNDING JUMP ACFT. FURTHERMORE, HE IS AMAZED THAT THE JUMP ACTIVITY TAKES PLACE ON A WELL USED ARR RTE. HE BELIEVES THAT THE RTE SHOULD BE ADJUSTED TO AVOID THAT AREA. HE BELIEVES THAT ATC SHOULD CTL THE RELEASE OF JUMPERS SO THAT NO CONFLICT WOULD RESULT. RPTR PROVIDED THE FOLLOWING PLT FLT TIME AND THE JUMP ACFT AS A BEECH QUEEN AIR. TOTAL FLT TIME = 6300 HRS, 234 HRS LAST 90 DAYS, AND 3500 HRS IN THE B767. HE IS RATED AS AN INTL PLT FOR HIS COMPANY AND WAS ARRIVING FROM LONDON, ENGLAND.

Synopsis :

NMAC BTWN A B767 WDB FULL OF TRAVELERS FROM OVERSEAS, ON A STAR ARR APPROX 21 MI FROM THE ARPT, AND A BEECH QUEEN AIR, BE67-70 PARACHUTE JUMP ACFT DSNDING IN A R TURN SPIRAL AFTER DROPPING SKYDIVERS. ATC DID NOT ISSUE A TA OF THE JUMP ACFT, BUT DID GIVE VECTORS FOR AVOIDING THE SKYDIVERS.

ACN: 386222

Time

Date : 199711

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : BYP

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW

Make Model : MD-80 Super 80

Aircraft / 2

Make Model : Cessna Aircraft Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 386222

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Took Evasive Action

Narrative :

XING THE BYP VOR AND TURNING TO THE OUTBOUND RADIAL, CTLR GAVE US AN ADDITIONAL 10 DEGS L FOR TFC. WHEN WE ROLLED OUT AT 11000 FT, A 210 DEG HDG AT KARLA INTXN, TCASII ANNOUNCED MONITOR VERT SPD AND A TARGET POPPED UP AT 12 O'CLOCK AND 5 MI, 500 FT BELOW US. TARGET WAS A CESSNA JUMP PLANE TURNING TOWARDS US IN A L-HAND TURN BEING WORKED BY ZFW. JUMP PLANE CALLED AND SAID HE WOULD CLB AND THE CTLR RESPONDED WITH A DON'T CLB. TCASII GAVE US AN RA WITH TFC 2 MI AT 12 O'CLOCK, 400 FT BELOW AND CLBING. FO, FLYING, PULLED UP IN A GENTLE CLB AND I ADVISED ATC WE WERE RESPONDING TO AN RA. CTLR SAID THAT TFC WAS NO LONGER A FACTOR. WE HAD VISUAL CONTACT ON THE CESSNA AND FLEW DIRECTLY OVER HIM. HAD WE NOT CLBED, WE WOULD HAVE PASSED WITHIN 300-400 FT ABOVE HIM. WHY DOES THE FAA ALLOW JUMP ACTIVITY DIRECTLY ON AN ARR WITHIN 500 FT OF SAME? WHY, IF THE CTLR IS WORKING THE TFC, DOES HE ALLOW THEM TO OPERATE IN THIS AIRSPACE? THIS IS AN ACCIDENT WAITING TO HAPPEN.

Synopsis :

RPTED NMAC BTWN AN ACR MD80 AND A CLBING JUMP ACFT WHO WAS TOLD BY THE CTR CTLR NOT TO CLB. ACR CLBED AND PASSED OVER THE CESSNA AFTER RESPONDING TO A TCASII RA.

Time

Date : 199801
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW
Locale Reference.ATC Facility : BYP
State Reference : TX
Altitude.MSL.Bound Lower : 14000
Altitude.MSL.Bound Upper : 14500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW
Make Model : Caravan 1 208A

Aircraft / 2

Make Model : MD-80 Super 80

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 200
ASRS Report : 391375

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1850
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 50
ASRS Report : 391401

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 391366

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : Unspecified
Resolutive Action.Flight Crew : Returned to Intended Course or Assigned Course
Resolutive Action.Flight Crew : Took Evasive Action
Resolutive Action.Controller : Issued New Clearance

Narrative :

I'VE SENT IN ENOUGH OF THESE AND OTHER COMPLAINTS, YOU KNOW WHAT HAPPENED, NGA X CONTINUES TO KNOWINGLY CLB ON THE BYP2 ARR. HE WAS INFORMED OF THE TFC AND CAUSED A TCASII RA BY ACR Y. I THOUGHT THEY WERE GOING TO COLLIDE. THIS HAS BEEN ONGOING SINCE OCT/XX/96, WHEN THE ARR WAS MOVED OVER THE JUMP ZONE. I DON'T CARE WHO IS TO BLAME AT THIS POINT. WHAT I WANT IS NOT TO HAVE TO WORRY ABOUT AN ACR SCATTERING ITS PAX ALL OVER EAST TEXAS. I'M SICK OF THE 'NON-ACTION' THE FAA HAS TAKEN ON THIS PROB. I ALSO WANT TO KNOW WHY THESE JUMP PLANE PLTS STILL HAVE A LICENSE? THEY ARE OPERATING IN A RECKLESS MANNER AND ENDANGER THE LIVES OF THEIR CUSTOMERS AS WELL AS THOSE INBOUND TO DFW. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CLAIMS THAT TARGETS MERGED IN THIS INCIDENT. HE ALSO STATED THAT THERE ARE NO PLANS TO MOVE THE PUBLISHED ARR AT THIS TIME. JUMP ACTIVITY IS HEAVIEST ON WEEKENDS WHEN WX PERMITS. HE ESTIMATED THAT EACH JUMP ACFT WILL MAKE 20-30 JUMPS A DAY WITH 2-3 ACFT INVOLVED. THE WORKLOAD AND STRESS LEVEL IS GREATLY INCREASED DURING THESE PERIODS. THE JUMP ACFT NORMALLY STAY WITHIN 7 MI OF THE JUMP ARPT, DEPENDING ON THE WIND, WHICH GENERALLY PUTS THE ACFT RIGHT IN THE PATH OF ARRIVING TFC INTO DFW. JUMP ACFT USUALLY CLB TO EITHER 11500 FT OR 14500 FT BEFORE RELEASING JUMPERS. RPTR ALSO STATED THAT THE JUMP ARPT IS LOCATED APPROX 1 1/2 MI FROM THE ARR RTE. SUPPLEMENTAL INFO FROM ACN 391366: LOCATION: BYP 219 DEGS/7 NM. WE WERE ON THE BONHAM ARR TO DFW CLRED BY ZFW TO CROSS KARLA AT 11000 FT. THERE WAS A CESSNA CARAVAN PARACHUTE DROP ACFT CLBING TO HIS DROP ALT AND WE WERE ADVISED BY ZFW TO STOP OUR DSCNT AT 14000 FT. SHORTLY AFTER TURNING ONTO THE 219 DEG RADIAL WE RECEIVED A TCASII RA TO DSND. ALSO ZFW HAD ADVISED US THAT THE ACFT WAS AT OUR 12 O'CLOCK POS APCHING OUR ALT. JUST AS WE BEGAN OUR DSCNT WE PICKED UP THE ACFT VISUALLY. I ESTIMATE WE PASSED APPROX 1/2 MI Laterally and 500 FT VERTLY FROM THE CESSNA. WE DSND'D TO ABOUT 13600 FT BEFORE RETURNING TO 14000 FT. SUPPLEMENTAL INFO FROM ACN 391401: I WAS FLYING A C208 SKYDIVE ACFT, CLBING THROUGH 14000 FT. CTR RPT'D AN MD80 WAS DSNDING TO 11000 FT AND AT MY 10 O'CLOCK POS, 5 MI. I HAD A VISUAL ON THE MD80 AND RPT'D THAT I WAS ABOVE HIM AT HIS 12 O'CLOCK POS AT WHICH THAT TIME I WAS AT 14500 FT. ONCE THE MD80 PASSED BEHIND ME AND BELOW ME, CTR NOTIFIED THE MD80 THAT HE COULD FILE A NASA RPT. I FEEL THERE WAS NO EVENT NEEDING THIS.

Synopsis :

ARTCC RADAR CTR EXCHANGES TFC BTWN A JUMP ACFT IN A CLB AND AN ARRIVING MD80 ON THE BONHAM TWO ARR DSNDING TO 11000 FT. THE CTR ISSUED A REVISED ALT OF 14000 FT TO THE MD80 TO AVOID THE JUMP ACFT, HOWEVER, THE JUMP ACFT CONTINUED CLBING TO 14500 FT. BOTH ACFT HAD EACH OTHER IN SIGHT. THE MD80 RECEIVED A TCASII RA AND DSND'D BELOW 14000 FT.

Time

Date : 199801

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : BYP

State Reference : TX

Altitude.MSL.Bound Lower : 10500

Altitude.MSL.Bound Upper : 11800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW

Make Model : MD-80 Super 80

Aircraft / 2

Make Model : Caravan 1 208A

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 392375

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

ON THE BYP ARR AT 11000 FT, 250 KTS, ADVISED BY ATC THAT THERE WAS A JUMP ACFT AT OUR 12 O'CLOCK POS, 10500 FT. SEVERAL SECONDS LATER, OBSERVED THE JUMP ACFT (A CESSNA CARAVAN) BOTH VISUALLY AND ON TCASII AT 11800 FT. THE JUMP ACFT PASSED L TO R, AND JUST AFTER HE PASSED OUR NOSE, JUMPERS STARTED EXITING THE ACFT. AT THE SAME MOMENT, A TCASII RA 'DSND, DSND' WAS ANNUNCIATED. AT THIS POINT THE JUMP ACFT WAS IN A TAIL QUARTERING ASPECT TO US AND COULD NOT HAVE VISUALLY SEEN US PRIOR TO THE JUMPER RELEASE. CAN'T WE DO SOMETHING TO GET THIS TYPE OF CONFLICT OFF THE ARR CORRIDOR.

Synopsis :

AN ACR MD80 FLC RPTS THAT A C208 JUMP ACFT WAS AT THE WRONG ALT AND DISCHARGED PARACHUTISTS ABOVE AND TO THE R OF THE RPTR'S ACFT.

Time

Date : 199803

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DAB

State Reference : FL

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DAB

Make Model : Twin Otter DHC-6

Aircraft / 2

Make Model : Cessna 152

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 1000

ASRS Report : 396833

Person / 2

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Person / 3

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

AT APPROX XA00 LCL TIME ON MAR/SAT/98, IT WAS STATED BY A FLT SCHOOL OWNER THAT I HAD 'SWOOPED' HIS C152 AND 'SCARED' THE STUDENT AND INSTRUCTOR. THE FOLLOWING IS MY PERSPECTIVE OF THE CHAIN OF EVENTS WHICH LED TO THAT SIT. I ARRIVED AT 10000 FT, SET UP A SW (230 DEGS) JUMP RUN, AND RPTD 2 MINS TO JUMP ON UNICOM, AND 1 MIN TO JUMP WITH DAYTONA APCH. THE CTLR RPTD TFC MANEUVERING ON THE SE SIDE OF THE ARPT. NOT UNUSUAL IN THIS INTENSIVE FLT TRAINING ENVIRONMENT. I OPTED TO MAKE A 1 MIN ON UNICOM AS WELL. THE CTLR'S LAST RPT BEFORE I RELEASED MY JUMPERS WAS THAT THE ACFT HAD DSNDED AND APPEARED TO TURN AWAY FROM THE ARPT. I PROCEEDED TO LET THE JUMPERS GO. UPON BEGINNING MY DSCNT I NOTICED AN ACFT GOING N UNDERNEATH MY GROUP OF 17 STILL IN FREE-FALL. APPROX 6-10 SECONDS AFTER THEY FLEW UNDERNEATH, THE SKYDIVERS BROKE OFF AND OPENED THEIR PARACHUTES. UPON SEEING THIS I BEGAN TO TRY RAISING HIM ON UNICOM TO ADVISE OF THE DANGEROUS SIT. AS I DID THIS, HE BEGAN TO MAKE A L 180 DEG TURN. UPON MAKING THE TURN HE WAS NOW AIMED BACK AT MY CANOPIES. UNABLE TO RAISE THEM ON THE RADIO, AND KNOWING THAT INST INSTRUCTION USUALLY LEADS EYES INTO, RATHER THAN OUT OF, THE COCKPIT I FELT THAT A COLLISION WAS QUITE POSSIBLE. OUT OF OPTIONS AND BEING AN EXPERIENCED FORMATION PLT MY NEXT LOGICAL COURSE OF ACTION WAS TO TRY TO MAKE MY ACFT VISIBLE TO THEM. MY THOUGHT BEING THAT IF THEY SAW EVEN A FLASH IN THEIR PERIPHERAL VISION IT WOULD BRING ATTENTIONS OUT OF THE COCKPIT TO POSSIBLY SEE AND AVOID PARACHUTES. OR, IF THEY HAD CHKD ON WITH DAYTONA BY NOW, I WOULD BE CALLED AS TFC, GIVING THE SAME EFFECT. I CAN SEE HOW SOMEONE MIGHT BE SPOOKED BY SUCH A MANEUVER. HOWEVER, MY MAIN CONCERN WAS TO PROTECT MY SKYDIVERS ANY SAFE WAY POSSIBLE. I FELT IT MUCH SAFER THAT AN EXPERIENCED FORMATION PLT IN CTL OF HIS AIRPLANE FLY NEXT TO ANOTHER PLANE, THAN HAVE THAT PLANE SEEMINGLY UNKNOWINGLY CONTINUE TOWARDS OPEN, LESS MANEUVERABLE PARACHUTES. I FEEL THAT MORE EDUCATION ON HOW SKYDIVE OPS WORK, AND A MORE VISIBLE ICON ON MAPS WILL HELP THIS SIT IN THE FUTURE.

Synopsis :

A DH6 SKYDIVE PLT FLEW NEAR AN INSTRUCTOR AND HIS STUDENT IN AN EFFORT TO ALERT THEM TO THE FACT THAT THEY WERE APCHING SOME PARACHUTISTS. THE INSTRUCTOR ACCUSES THE DH6 PLT OF 'SWOOPING' HIS C152 AND SCARING HIM AND HIS STUDENT.

Time

Date : 199804

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : UBG

State Reference : OR

Altitude.MSL.Bound Lower : 14000

Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PDX

Make Model : Small Transport

Aircraft / 2

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1280

Experience.Flight Time.Last 90 Days : 130

Experience.Flight Time.Type : 110

ASRS Report : 400095

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.None Taken : Detected After The Fact

Narrative :

I WAS CLBING WBOUND OUT OF 13000 FT MSL FOR 14000 FT MSL IN ORDER TO INTERCEPT THE 360 DEG BEARING TO THE DROP ZONE (GPS). I WAS INFORMED OF TFC AT MY 10-11 O'CLOCK POS BY PDX APCH. THE TFC WAS FLYING THE MOXEE 3 ARR INTO PDX. THE MOXEE DIRECTLY OVERLIES THE DROP ZONE. I RPTED THE ACFT IN SIGHT AND WAS ADVISED OF A HORIZON F28 IN TRAIL OF THE LAST TFC BY 6 MI. I DID NOT HAVE THE F28 IN SIGHT AND ADVISED PDX I WAS 2 MINS TO DROP. PDX STATED THAT THE F28 PROBABLY WOULD NOT BE A FACTOR. WITHOUT THE JET IN SIGHT I GOT ESTABLISHED ON JUMP RUN AND LET THE JUMPERS OUT AT THE APPROPRIATE SPOT. I INCORRECTLY ASSUMED THE F28 WAS PAST ME TO THE N. WHILE DSNDING, I SAW THE SHADOW OF THE F28 PASS UNDER ME AND TO MY W, THEN HEARD PDX APCH TELL THE F28 CREW THAT I WAS HOLDING MY JUMPERS, BUT MY JUMPERS WERE GONE AND I INFORMED PDX SO. THE F28 CREW RPTED SEEING JUMPERS PASS 1/2 MI OFF ONE SIDE OF THEIR ACFT. UPON MY OWN QUESTIONING OF THE JUMPERS INVOLVED, I CONCLUDED THEY WERE CLOSER THAN 1/2 MI. 1 JUMPER RPTED BEING ABOUT 2000-3000 FT ABOVE THE F28 WHILE IN FREEFALL. I BELIEVE THE EVENT OCCURRED DUE TO A LACK OF SITUATIONAL AWARENESS ON MINE AND PDX CTLR'S PART. ALSO CONTRIBUTING WAS A LACK OF COM (PDX WAS SWAMPED), AND MY RADIO WAS OCCASIONALLY SCRATCHY. IN THE FUTURE, IF ANY DOUBT EXISTS AS TO AN ACFT'S POS, I WILL ACQUIRE IT VISUALLY OR NOT DROP THE JUMPERS.

Synopsis :

SMT ACFT WITH JUMPERS ON BOARD ARE RELEASED OVER JUMP ZONE, BUT IMPROPER COORD WITH ATC RESULTS IN CLOSE PROX OF ARRIVING ACFT TO JUMPERS.

Time

Date : 199805

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 1V6

State Reference : CO

Altitude.AGL.Bounds Lower : 0

Altitude.AGL.Bounds Upper : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : M-20 Scotsman

Aircraft / 2

Make Model : Super Skywagon/Stationair/Turbo Stationair 6

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 18

Experience.Flight Time.Type : 700

ASRS Report : 403148

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Other Personnel : FBO Personnel

Function.Other Personnel : Unicom Operator

Events

Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Took Evasive Action

Narrative :

IN A HURRY TO PICK UP MORE JUMPERS/PARACHUTERS BEFORE ARPT CLOSED, C206 PLT DISREGARDED CONDITIONS AT THE ARPT. THIS PERSON LANDED AGAINST TFC OF RWY IN USE, RWY 29. CAME UP THE FULL LENGTH OF THE RWY TO LET ANOTHER MOONEY BACK TAXIING FOR TKOF ON RWY 11 TO THE SE. I WAS WATCHING MY DISTANCES TO LAND BEHIND THE MOONEY TAKING OFF. AS I CAME WITHIN 200 FT OF TOUCHDOWN, MY STROBE, NAV LIGHTS AND LNDG LIGHTS ON, THE CESSNA PROCEEDED TO TAXI ONTO RWY 29. HIS COMPLETE R WING WAS ON THE RWY WHEN I SWUNG TO THE R TO MISS HIS WING. AS THE C206 CALLED IN, THE UNICOM OPERATOR CHANGED RWYS FROM RWY 29 TO RWY 11 AS THE WIND HAD SHIFTED TO 120-125 DEGS. HE STATED HE WAS LNDG ON RWY 29 ANYWAY AND THE MOONEY THAT WAS GOING TO BACK TAXI ON RWY 11 TO TAKE OFF, SAID HE WOULD WAIT. I SAW THE C206 LAND AND TAXI TO THE END OF RWY 29. I WAS WATCHING THE MOONEY TAXI UP TO END OF RWY 29 AND TURN AROUND TO TAKE OFF ON RWY 11. AS I CAME IN APPROX 200 FT OFF THE END OF RWY 11, I NOTICED THE C206 STARTING TO TAXI AHEAD TO ENTER RWY 11. I HAD MY LNDG LIGHT ON, NAV LIGHTS WERE ON AND STROBE. HE JUST PLAIN IGNORED COMMON SENSE WITH THE TFC OF THE DAY.

Synopsis :

A C206 LANDS OPPOSITE DIRECTION TFC ON RWY 29 AT 1V6, CO, A NON TWR ARPT UNICOM. AFTER LOADING JUMPERS HE TAXIES ONTO RWY 11 FOR TKOF, NEARLY COLLIDING WITH A LNDG MO20 WHO SWERVED TO AVOID HITTING HIS ACFT ON THE LNDG.

Time

Date : 199805

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW

State Reference : TX

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : DFW

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 403425

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : NMAC

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.None Taken : Detected After The Fact

Resolutory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

LOCATION: DFW 315 DEG RADIAL, 30 DME. ON RADAR VECTOR IN DSCNT THROUGH APPROX 7000 FT, CAPT PNF NOTICED OBJECT RESEMBLING FREEFALLING PARACHUTIST DSND THROUGH ALT AT ACFT 11 O'CLOCK, 1/8 MI OR LESS -- CLOSE ENOUGH TO RECOGNIZE A BODY AND CHUTE PACK. CAPT PNF QUERIED CTLR IF JUMPERS WERE IN VICINITY. HE ANSWERED AFFIRMATIVE BUT THEY WERE HOLDING. NOT. FLT CONDITIONS MARGINAL VFR AT BEST. ACFT EXTERIOR LIGHTS ON. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE LOCATION GIVEN WAS ONLY APPROXIMATE AND COULD BE WRONG SINCE HE BECAME SO STARTLED AFTER OBSERVING THE SKYDIVER SO CLOSE THAT HE WAS NOT PROBABLY ACCURATE IN HIS DESCRIPTION OF THE LOCATION. HOWEVER, HE DID LEARN IN A SUBSEQUENT CONVERSATION WITH ATC THAT THEY HAD TOLD HIM THAT HE HAD TURNED TOO EARLY OFF THE STAR ROUTING CAUSING HIM TO BECOME CLOSER THAN ATC INTENDED FOR HIM TO BE. HE HAS ASKED FOR THEIR RECORDING READBACK OF THE INCIDENT TO ASCERTAIN IF THE FO FLYING DID ACTUALLY TURN TOO EARLY. THIS IS THE FIRST TIME THAT HE HAS EVER OBSERVED A FREE FALLING SKYDIVER.

Synopsis :

CAPT OF AN MD80 IS STARTLED TO OBSERVE A FREE FALLING SKYDIVER FALLING THROUGH HIS ALT APPROX 500 FT OFF THE L SIDE OF THE ACFT'S NOSE DURING A VECTOR WHILE DSNDING THROUGH 7000 FT ON THE DFW BOWIE STAR ARR. WHEN QUESTIONING ATC, HE WAS ADVISED THAT THE JUMPERS WERE HOLDING.

Time

Date : 199805

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : 3O7

State Reference : CA

Altitude.MSL.Bound Lower : 8500

Altitude.MSL.Bound Upper : 8500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA

Make Model : Commander 114

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 210

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 75

ASRS Report : 403824

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Insufficient Time

Narrative :

I RECEIVED AN UPDATED BRIEFING FROM HAWTHORNE FSS VIA PHONE AT XX30 LCL TIME FOR FLT FROM SBP TO LVK. WAS ADVISED OF PARACHUTE NOTAM FOR SNS AREA AND DECIDED TO FLY INLAND DIRECT PASO ROBLES DIRECT LVK. THERE WAS NO NOTIFICATION OF PARACHUTE JUMPING GIVEN ME FOR HOLLISTER. AFTER DEP FROM SBP, I REQUESTED AND RECEIVED FLT FOLLOWING. HDOF WENT SMOOTH BTWN ZLA AND ZOA. I WAS INSTRUCTED TO SWITCH FREQS WITHIN THE ZOA ARTCC JUST MOMENTS BEFORE THE INCIDENT OCCURRED. THERE WAS NO WARNING GIVEN OF PARACHUTE JUMPING PRIOR TO INSTRUCTION TO SWITCH FREQS. AS SOON AS I CHANGED FREQS, AND BEFORE I COULD CALL IN, I HEARD A COMPLAINT FROM A JUMP PLANE PLT STATING THAT '1 PLANE JUST FLEW THROUGH THE JUMP ZONE.' ZOA RESPONDED THAT THIS PLANE WAS NARCO, AND BEFORE I COULD CALL IN, ZOA CONTACTED MY PLANE DIRECT. I RESPONDED TO THE CALL AND WAS ADVISED OF JUMP ACTIVITY IMMEDIATELY AROUND ME. I ACKNOWLEDGED THAT WARNING AND STATED THAT THE JUMP PLANE WAS DSNDING IMMEDIATELY IN FRONT OF MY PLANE (ABOUT 1 NM SEPARATION, DSNDING FROM MY UPPER R ACROSS AND TO MY LOWER L). I ALSO NOTED PARACHUTES OPEN BELOW AND BEHIND ME (ABOUT 4000 FT BELOW MY PLANE). I HAD NO WARNING FROM THE PREVIOUS CTLR THAT I WAS ENTERING A JUMP ZONE. THE JUMP PLT WAS IN CONTACT WITH A DIFFERENT CTLR, WHO APPARENTLY DID NOT KNOW I WAS IN THE AREA. THIS ISSUE COULD HAVE BEEN AVOIDED IF THERE WAS BETTER COM BTWN THE 2 CTLRS. HAD I BEEN TOLD OF THE JUMP ACTIVITY EITHER THROUGH FSS WHEN GETTING MY BRIEFING, OR FROM THE FIRST CTLR I WAS IN CONTACT WITH AT ZOA, I WOULD HAVE DIVERTED OUT OF THE ZONE. HAD THE JUMP PLANE KNEW I WAS THERE, HE MOST LIKELY WOULD NOT HAVE RELEASED THE PARACHUTERS. SIT COULD HAVE BEEN AVOIDED WITH BETTER COMS.

Synopsis :

PLT OF A COMMANDER 114 (AC14) INADVERTENTLY FLEW THROUGH A PARACHUTE JUMP ZONE DURING A PARACHUTE JUMP. RPTR FIRST NOTICED ACFT DIVING DOWN IN FRONT OF HIM AND THEN SEVERAL PARACHUTES OPEN SEVERAL THOUSAND FT BELOW. HE WAS RECEIVING FLT FOLLOWING FROM ARTCC AND WAS ADVISED ABOUT THE INCURSION FROM ARTCC AFTER THE JUMP ACFT PLT EXCLAIMED ABOUT HIS INTRUDING ACFT.

Time

Date : 199805

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : HDF

State Reference : CA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA

Controlling Facilities.TRACON : LAX

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Radar

ASRS Report : 404211

Person / 2

Function.Controller : Approach

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : First Officer

Person / 5

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

JUMP ACFT ARE ALLOWED TO CLB TO 14000 FT BY SOCAL (ONT AREA). THE FAA HAS WAIVED THESE ACFT. THE ACFT CONFLICT WITH IFR CIVIL JETS AND OTHERS CLBING OFF ONT TO 14000 FT, SNA 13000 FT, NZJ 13000 FT, RIV 12000 FT. BECAUSE SOCAL ALLOWS THESE VFR ACFT TO CLB TO 14000 FT AN IFR ALT AND TOP OF THEIR AIRSPACE OVER V64. ACR X WAS AN ONT DEP CLBING 14000 FT (LEVELING AT 14000 FT) I WAS BUSY 'ONE HOLEING' RIZ AND THE PLT COULDN'T GET IN ON THE FREQ DUE TO CONGESTION. A JUMP ACFT AT 14000 FT WITH AN INTERMITTENT XPONDER WAS AT 14000 FT. ACR X LEVELED AT 14000 FT -- TCASII DIDN'T GO OFF EVIDENTLY. I DO NOT REMEMBER CONFLICT ALERT BECAUSE IT WAS A BUSY TIME ON THE SECTOR. ONT HEMET SECTOR DID NOT ISSUE TFC IN THEIR AIRSPACE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CLAIMS LAX APCH IS ASSIGNING IFR ALTS TO VFR JUMP ACFT. ALSO CLAIMS VERY LITTLE COORD TAKES PLACE BTWN THE CTR AND APCH CTL ON PARACHUTE ACTIVITY. SAYS THERE ARE CLOSE CALLS FREQUENTLY BTWN JUMP ACFT, JUMPERS, AND IFR ACFT OPERATING IN AND OUT OF THE ONT AREA.

Synopsis :

RPTR CLAIMS LAX APCH ALLOWS JUMP ACFT TO CLB TO 14000 FT WHERE THERE ARE IFR OPS AND PERMITS THEM TO MAKE PARACHUTE JUMPS INTO CTL AIRSPACE.

ACN: 404428

Time

Date : 199805

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : DFW

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 11000

Aircraft / 1

Controlling Facilities.TRACON : DFW

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 404428

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Anomaly Accepted

Narrative :

DURING ARR TO DFW APCH ISSUED INSTRUCTIONS TO TURN TO 110 DEG HDG AFTER HIKAY FOR RWY 13R. LATER THE CTLR CHANGED THE INSTRUCTIONS TO TURN TO 100 DEG HDG FOR RWY 18R. I DO NOT RECALL WHEN WE DID DO OUR ACTUAL TURN, BUT IT MUST HAVE BEEN EARLY BECAUSE THE CAPT RPTED SEEING A PARACHUTE JUMPER GO BY THE L SIDE OF THE ACFT IN MARGINAL VFR CONDITIONS. WHEN ASKED ABOUT THE PARACHUTE JUMPERS, THE CTLR STATED THEY WERE IN THE AREA, BUT HAD NOT JUMPED YET. IT IS POSSIBLE THAT I TURNED TO THE HDG OF 100 DEGS BEFORE I WAS SUPPOSED TO. I OBVIOUSLY BELIEVE THESE PARACHUTE OPS NEAR OUR ARR CORRIDOR IS LUDICROUS AND NOT IN THE KIND OF CTLED ENVIRONMENT, I WOULD EXPECT. I HAD NO IDEA PARACHUTE JUMPERS WERE IN MY SAME AIRSPACE UNTIL THE CAPT SAID THERE WENT A FREE-FALLING JUMPER.

Synopsis :

APCHING DFW FROM APPROX 30 MI NW, AN ACR CREW OBSERVED A PARACHUTE JUMPER IN FREE FALL OFF THE L SIDE OF THE ACFT.

Time

Date : 199902

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 53K.Airport

State Reference : KS

Altitude.MSL.Bound Lower : 6000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1007

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 600

ASRS Report : 428551

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER RELEASING JUMPERS AT 12000 FT MSL, I BEGAN MY TYPICAL DSCNT OVER OSAGE CITY ARPT (140 KTS, 45-60 DEGS BANKED SPIRAL). I WAS IN CONTACT WITH AN ACFT INBOUND TO 53K AND ANNOUNCED JUMPERS WERE CLR AND MY LOCATION AND ALT. I ALSO ANNOUNCED TO ZKC THAT JUMPERS WERE CLR. AS I DSCNTED BELOW 6000 FT I NOTICED ANOTHER ACFT IN LEVEL FLT APCHING FROM THE SW, APPROX 200-300 FT BELOW ME AND CONVERGING ON ME. I STEEPENED MY R BANKING TURN TO AVOID THIS ACFT. THE OTHER ACFT ALSO TURNED R TO AVOID MY ACFT. AFTER THIS ENCOUNTER, I APCHED THE ACFT FROM BEHIND AND TO THE R TO ACQUIRE THE N-NUMBER. I IDENTED THE OTHER ACFT. I MADE SEVERAL ATTEMPTS TO CONTACT THIS ACFT ON THE LCL FREQ. NO CONTACT WAS MADE AND THE ACFT FLEW NBOUND TOWARDS TOPEKA. I WAS NEVER ALERTED TO THIS ACFT BY ZKC. THIS ACFT FLEW DIRECTLY OVER THE DROP ZONE AND WAS NOT MONITORING THE LCL AREA (122.9). ATC NEVER ALERTED ME TO A PRIMARY TARGET IN MY AREA PRIOR TO THE JUMP. THERE WERE NO FACTORS IMPAIRING MY JUDGEMENT OR PERCEPTION OTHER THAN MY BANKING TURN ON THE DSCNT. I FEEL I DID EVERYTHING WITHIN REG AND FOLLOWED PROC. THIS SIT COULD HAVE BEEN PREVENTED IF THE OTHER ACFT WAS MONITORING THE LCL FREQ AND IF ATC WOULD HAVE TOLD ME OF AN ACFT IN PROX OF THE DROP ZONE.

Synopsis :

A C182 PLT HAS AN NMAC DURING A SPIRALING DSCNT AFTER 'JUMPERS AWAY' WITH AN UNKNOWN C172 WHO WAS NOT ON THE LCL CTAF OR ATC CTR FREQ.

ACN: 431773

Time

Date : 199903

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : E14.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Component / 1

Aircraft Component : Reciprocating Engine Assembly

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 65

Experience.Flight Time.Type : 50

ASRS Report : 431773

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other : Off Arpt Lndg

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Narrative :

AFTER DROPPING SKYDIVERS AT 9500 FT AGL, A STEEP UNCOORD SPIRAL WAS ENTERED TOO RAPIDLY LOSE ALT. AT APPROX 1000 FT AGL THE SPIRAL WAS DISCONTINUED AND A FORWARD SLIP APPLIED AS A 45 DEG ENTRY TO A L DOWNWIND LEG. THIS DOWNWIND LEG WAS CLOSE TO THE RWY AND WAS SET UP FOR A SHORT APCH. BECAUSE OTHER TFC ON FINAL WAS SLOWER THAN ANTICIPATED, THE DOWNWIND LEG WAS EXTENDED. ABOUT 1/3 MI FROM THE RWY AT APPROX 400 FT AGL, THE ENG QUIT MAKING PWR, AN IMMEDIATE TURN TO THE RWY WAS MADE AND A GLIDE ESTABLISHED. IT BECAME OBVIOUS THAT SOME TREES OFF THE END OF THE RWY WOULD NOT BE CLRED AND AN ALTERNATE LNDG SITE WAS SELECTED. THE ALTERNATE SITE REQUIRED A R 120 DEG TURN. AFTER MAKING THE R TURN JUST BEFORE TOUCHDOWN THE ENG BEGAN MAKING PWR. A PRECAUTIONARY LNDG WAS MADE OFF ARPT. FUEL QUANTITY WAS CHKED AND APPROX 8 GALLONS REMAINED IN THE R TANK, THE L TANK WAS LESS THAN 1 GALLON. THE UNUSABLE FUEL FOR THIS ACFT IS LISTED AS 5 GALLONS. FUEL WAS ADDED AND THE ACFT FLOWN TO THE ARPT. I SUSPECT FUEL WAS UNPORTED BY PROLONGED UNCOORD FLT AND LOW FUEL LEVELS. I RECOMMEND NO PROLONGED UNCOORD FLT BELOW 1500 FT AGL. A CONTRIBUTING FACTOR ALSO WAS A DELAYED JUMP RUN DUE TO OTHER TFC.

Synopsis :

C182 LOSES PWR, MAKES PRECAUTIONARY OFF ARPT LNDG.

Time

Date : 199903

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SAT.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 12800

Altitude.MSL.Bound Upper : 13200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : MD-90 Series (DC-9-90) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Component / 1

Aircraft Component : Autothrottle/Speed Control

Aircraft Reference : X

Problem : Failed

Component / 2

Aircraft Component : Autopilot

Aircraft Reference : X

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12.720

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 1760

ASRS Report : 432089

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Observer

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Airborne Less Severe

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 5

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

ZFW HAD US ON VECTORS AT 13000 FT MSL FOR SEPARATION FROM OTHER IFR TFC ON OUR DSCNT INTO SAT WHEN THEY POINTED OUT VFR TFC AT OUR 10 O'CLOCK POS. MY FO AND THE JUMP SEAT RIDER GOT A VISUAL ON THE ACFT AND MENTIONED THEY JUST SAW A LARGE GROUP OF JUMPERS EXITING THE ACFT. I THEN SAW THE TARGET BUT NEVER ANY JUMPERS. THE TFC WAS GETTING LARGER AND WAS FROZEN ON THE WINDSCREEN SO I KNEW IT WAS A POTENTIAL CONFLICT. AT ABOUT THIS TIME WE GOT A TCASII RA OF 'MONITOR VERT SPD.' I DISCONNECTED THE AUTOPLT TO BE READY FOR EVASIVE ACTION AND CONTINUED TO WATCH THE TFC. I DIDN'T KNOW IF THE TFC WAS CHANGING ALT BUT I THOUGHT IT MIGHT BE. I WAS DISTR BY THE TCASII WARNING AND ALLOWED THE ACFT TO SLOW AND START A SHALLOW DSCNT. THE RA NOW GOES TO A 'CLB.' I LOOKED BACK INSIDE TO SEE MY ALT AT 12800 FT MSL AND THE VSI CONTINUING TO SHOW A LARGE RED ARC. I ADDED PWR AND CLBED BACK UP TO ABOUT 13200 FT MSL AND THE TCASII WARNING CEASED. NO COMPLAINT WAS MADE BY CTR AS TO OUR ALT. ADDITIONAL FACTORS: THE SUN WAS IN OUR EYES AND IT WAS DIFFICULT TO SEE INSIDE AFTER LOOKING OUT AT THE TFC. AUTOTHROTTLES WEREN'T WORKING. I MADE THIS SIT WORSE BY DISCONNECTING THE AUTOPLT AND ALLOWING THE ACFT TO DSND. THE AUTOTHROTTLES WEREN'T WORKING AS THEY NORMALLY ARE AND THIS FURTHER COMPLICATED THE SIT BECAUSE WE GOT SLOW, TOO. I HAD TROUBLE SEEING THE VSI BECAUSE OF GLARE. THE FACT THAT THE TCASII HAD A RED RA TARGET AND WAS TELLING ME TO DO SOMETHING MADE ME FEEL LIKE I NEEDED TO TAKE ACTION. IN THE FUTURE I WILL STAY INSIDE AND ASK THE FO TO LOOK FOR THE TFC. THIS WAY I WILL BE ABLE TO BETTER INTERP THE RESOLUTION ACTION. MONITOR VERT SPD, IF IN LEVEL FLT, MEANS STAY LEVEL, DO NOTHING, BUT BE READY TO DO SOMETHING. IF I HAD AN RA OF 'MONITOR VERT SPD' IN A DSCNT, I MIGHT NEED TO CHANGE MY DSCNT RATE. I PLAN TO REVIEW THE TCASII SYS AND CHAIR FLY MYSELF THROUGH THE DIFFERENT SCENARIOS.

Synopsis :

AN MD90 IS GIVEN VFR TFC BY ZFW WHICH BECOMES A TCASII RA WHEN THE PIC LOSES HIS SITUATIONAL AWARENESS REGARDING THE SEPARATION CRITERION.

Time

Date : 199904

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 4800

Altitude.MSL.Bound Upper : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.TRACON : D10.TRACON

Make Model : Hercules (C-130)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 433252

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 433251

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Skydivers

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Returned To Assigned Airspace

Resolutive Action.Flight Crew : Took Precautionary Avoidance Action

Resolutive Action.Controller : Separated Traffic

Supplementary

Problem Areas : ATC Human Performance

Narrative :

OVER THE BALLPARK IN ARLINGTON ON DEP FROM RWY 18L AT DFW, WE WERE GIVEN 5000 FT FOR VFR C130 TFC ORBITING OVER ARLINGTON. WE HAD VISUAL CONTACT WITH THE TFC AND LEVELED AT 5000 FT. THE C130 WAS MOVING FROM R TO L AT 6000 FT JUST ABOVE US. WE WERE GIVEN A TURN TO 260 DEG HDG AND JUST AS WE BECAME ESTABLISHED IN THE TURN, WE SAW A MAN FALL AWAY FROM THE ACFT. HE FELL THROUGH OUR ALT VERY CLOSE TO US, MUCH TOO CLOSE FOR COMFORT. WE IMMEDIATELY CALLED DEP AND TOLD THE CTLR, WHO BEGAN ISSUING ALERTS TO THE PLANES COMING UP BEHIND US. I DON'T KNOW WHAT CAUSED THIS TO HAPPEN, BUT IT WAS VERY CLOSE TO A DISASTER AND MADE ME VERY UNEASY TO THINK ABOUT THE CONSEQUENCES IF WE WOULD HAVE HIT THIS GUY.

Synopsis :

RPTING FLC OF A SUPER MD80 STOPPED TURN AND DSNDED BELOW ASSIGNED 5000 FT MSL TO ASSURE SEPARATION WHEN A SKYDIVER DROPPED FROM A MIL C130 AT 6000 FT NEAR A DFW DEP RTE.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : X26.Airport

State Reference : FL

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Controlling Facilities.ARTCC : ZMA.ARTCC

Make Model : Pilatus Britten-Norman Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 50

ASRS Report : 434306

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Inflight Encounter : Skydivers

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Precautionary Avoidance Action

Resolutory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE TO STUART, FL (SUA), TRYING TO GET A HOLD OF UNICOM, MISSED CALL FROM ZMA TO AVOID JUMP PLANE OVER SEBASTIAN, FL. SAW JUMPERS (4) IN FRONT AND TO R DROPPING THROUGH OUR ALT. LOOKED UP AND SAW A SECOND JUMPER/TANDEM WITH DROGUE CHUTE AND JUMP PLANE AT APPROX 10000 FT MSL. JUMP PLANE WAS ROLLING INVERTED/VERT TO FOLLOW JUMPERS DOWN (TURBINE PILATUS? HIGH WING). I TURNED TO A 090 DEG HDG AND MAINTAINED 6000 FT MSL TO AVOID AIRPLANE. IN THE TURN, I KEYED THE MIKE ON ZMA FREQ 'TAKING EVASIVE ACTION.' RE-ESTABLISHED CONTACT WITH ZMA. HE/SHE ADVISED ME THAT THEY HAD TRIED 4 TIMES TO CALL AND ASKED IF I WANTED THE SUPVR'S PHONE NUMBER. I ASKED IF THEY WANTED TO TALK TO ME. MIAMI SAID NO. MIAMI ALSO MENTIONED THAT THE JUMP PLANE WAS VFR AND THAT THEY HAD NO CTL OVER IT. GRANTED, IT WAS BAD FOR NOT HEARING MIAMI'S WARNINGS, BUT SHOULD THERE NOT BE SOME CTL OVER JUMPERS/JUMP PLANES?

Synopsis :

PLT OF AN SMT TWIN TURNED 90 DEGS OFF COURSE TO ASSURE SEPARATION WITH A SKYDIVING JUMP ACFT, AND SKYDIVERS JUST RELEASED, DIVING DOWN TO A NEARBY UNCTLED ARPT.

Time

Date : 199903

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : I20.Airport

State Reference : OH

Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Twin Beech 18

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 450

ASRS Report : 435256

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

ON TAKING OFF FROM GREENE COUNTY ARPT, I HAD A NEAR MISS WITH A HWY PATROL C172. THIS EVENT OCCURRED AS A RESULT OF MANY FACTORS. OUR ARPT IS VERY HARD TO SEE DUE TO GRASS RWYS. HE WAS PATROLLING A NEW PART OF THE HWY, NOT FAMILIAR WITH AREA. I WAS CLEANING THE AIRPLANE UP FOR SAFE FLT, AND THE ACFT CAME FROM R TO L AND WAS IN MY BLIND SPOT THE WHOLE TIME. I DIDN'T SEE THE ACFT UNTIL HE WAS UNDERNEATH AND PAST ME, SO NO CORRECTIVE ACTION WAS TAKEN. I'M NOT SURE HE SAW ME.

Synopsis :

BE18 PLT AVOIDS NMAC DEPARTING UNCTLED ARPT.

Time

Date : 199904

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.MSL.Bound Lower : 11500

Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC

Controlling Facilities.TRACON : C90.TRACON

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : ZAU.ARTCC

Make Model : Twin Otter DHC-6

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 435371

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1700

ASRS Report : 436239

Person / 3

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1500

ASRS Report : 435644

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC

Independent Detector.Aircraft Equipment : TCAS

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE GIVEN A CLRNC TO CLB AND MAINTAIN 12000 FT BY ORD DEP CTL. BTWN 11000 FT AND 12000 FT, WE WERE HANDED OFF TO ZAU 120.12. UPON CHKING IN WITH CTR, TCASII GAVE US A TA. THE CTR INFORMED US WE WERE GIVEN THIS FREQ IN ERROR AND CONTACT CTR ON 127.07. AT THIS SAME TIME TCASII GAVE US AN RA AND TO CLB AT 6000 FPM. AT THIS TIME TCASII SHOWED OTHER ACFT TO BE 400 FT BELOW US. FO COMPLIED WITH RA AND I INFORMED CTR WE WERE CLRED TO 12000 FT BUT WERE CLBING BECAUSE OF THE RA. FO AND I BOTH SAW THE OTHER ACFT. IT WAS A TWIN OTTER, OUT OF ABOUT 14000 FT AND WAS BEHIND US. TCASII WAS STILL SHOWING THE OTHER ACFT 400 FT BELOW US. FO LEVELED THE AIRPLANE AT 15000 FT. I INFORMED CTR WE WERE NOW LEVEL AT 15000 FT. THEN A CLRNC WAS ISSUED TO FL230. I ESTIMATE WE MISSED THE OTHER ACFT BY 400 FT.

Synopsis :

ACR FLC RESPONDS TO TCASII RA AND, IN SO DOING, CLBS THROUGH ASSIGNED ALT.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DAB.Airport

State Reference : FL

Altitude.MSL.Single Value : 3200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DAB.TRACON

Make Model : MD-88

Aircraft / 2

Controlling Facilities.TRACON : DAB.TRACON

Make Model : Small Aircraft, High Wing, 1 Eng, Retractable Gear

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6895

Experience.Flight Time.Last 90 Days : 112

Experience.Flight Time.Type : 52

ASRS Report : 436425

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DURING DSNDING L TURN TO INTERCEPT DAB RWY 7L LOC, RECEIVED TCASII TA AT 11 O'CLOCK POS, -500 FT WHICH IMMEDIATELY BECAME AN RA. OBSERVED HIGH WING SINGLE ENG ACFT AS I COMMENCED CLBING R TURN. ACFT APPEARED TO CONTINUE NOSE ON AND PASS BELOW AND TO OUR L. AS WE ADVISED APCH OF OUR RA, HE CONFIRMED THE 'POP UP' TFC. WITHOUT TCASII, COULD HAVE BEEN MUCH CLOSER. ISSUE OF UNCTLED ACFT IN VICINITY OF APCH CORRIDORS IS TOUGH TO SOLVE. MAYBE DAB COULD USE A NOTCH ADDED ON TO ITS CLASS C AIRSPACE.

Synopsis :

AN MD88 ON APCH TO DAB HAS A CLOSE ENCOUNTER WITH A JUMP ACFT CLBING OUT ON THE FRINGE OF THE CLASS C AIRSPACE OF DAB, FL.

Time

Date : 199905

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : RMG.Airport

State Reference : GA

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Aircraft / 2

Make Model : Mooney Acft Undifferentiated or Other Model

Aircraft / 3

Make Model : Texan T6 Harvard

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 625

Experience.Flight Time.Last 90 Days : 7

Experience.Flight Time.Type : 100

ASRS Report : 437497

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

RPTING PERSON WAS PLT IN C182 ON MAY/XX/99. AT APPROX XA20 HRS LCL, TURNED ON UNICOM FREQ TO MONITOR WHILE LOADING SKYDIVERS INTO ACFT. AFTER 3 MINS, ANNOUNCED VIA UNICOM THAT ACFT N-NUMBER WAS ON SHORT TAXI TO RWY 32 FOR DEP. TAXI TOOK APPROX 2 MINS. FOLLOWING CHKLIST AND RUN-UP, ANNOUNCED THAT ACFT N-NUMBER DEPARTING RWY 32, CLBING IN THE PATTERN WITH SKYDIVERS. AT APPROX 65 KTS, CHKED L AND R FOR TFC ON OTHER RWYS. AT APPROX 80 KTS ROTATED. I THEN OBSERVED A MOONEY ACFT PASS UNDER MY ACFT ALSO ON ROTATION TKOF ON RWY 1. I THEN PERFORMED AN AGGRESSIVE CLB OVER THE MOONEY, WHICH CROSSED UNDER MY ACFT AT APPROX 50 FT DISTANCE. THERE WAS NO HEARD ANNOUNCEMENT PRIOR TO MOONEY'S DEP. I ATTEMPTED TO RAISE THE ACFT VIA THE UNICOM FREQ. THERE WAS NO RESPONSE. I THEN RAISED VIA UNICOM AN AT6 ACFT THAT WAS ALSO DEPARTING ON RWY 1 AND SPOKE BRIEFLY WITH THE PLT CONCERNING THE 'N' NUMBER OF THE MOONEY. AGAIN DURING THE CONVERSATION WITH THE AT6 ACFT THERE WAS NO RESPONSE FROM THE MOONEY ACFT. ROME GEORGIA ARPT IS HOST TO ALL TYPES OF ACFT FROM GYRO-COPTERS, ULTRA-LIGHTS, EXPERIMENTALS, ETC, AS WELL AS 2 SKYDIVING OPS ON THE WEEKENDS. THIS IS THE FIRST TIME THAT THERE HAS BEEN A 'CLOSE CALL' OF THIS TYPE TO MY KNOWLEDGE. I DO KNOW THAT THE RADIO ANNOUNCEMENT IS NOT REQUIRED. AT THE TIME OF THIS INCIDENT THE WIND WAS LIGHT AND VARIABLE AND SEVERAL RWYS HAD BEEN USED DURING THE PREVIOUS HRS. THE VISUAL AREA FROM MY POS ON RWY 32 LOOKING TOWARD RWY 1 IS NOT OBSTRUCTED. THE AFTERNOON SUN WAS BLOCKED BY THE VISOR AND TOP OF THE WINDSHIELD.

Synopsis :

C182 PLT HAD NMAC AT AN UNCTLED ARPT.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : GA

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Cessna 180 Skywagon

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 1000

Experience.Flight Time.Type : 25

ASRS Report : 437786

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Conflict : NMAC

Anomaly.Inflight Encounter : Skydivers

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE HAD DEPARTED A CHATTANOOGA AREA ARPT (PVT) AND FLOWN TO A PVT FIELD 3 MI SW OF 4A4. ALONG THE WAY WE ANNOUNCED E OF RMG AT 2000 FT AND THEN W OF 4A4 BECAUSE WE WERE AWARE THAT WKEND PARACHUTING IS COMMON AT BOTH ARPTS. WE DID NOT GET A REPLY, WHICH IS NOT UNCOMMON. WE THEN LANDED AT THE PVT FIELD AND AT APPROX XA50 HRS DEPARTED AS A FLT OF 4 FOR A SMALL STRIP NW OF CALHOUN, GA. WE WERE COMMUNICATING ON 123.45 AIR-TO-AIR AND, DURING THE TKOF, CHATTER AND FORMING UP I FORGOT TO FLY E OR W OF 4A4 AND ALSO FORGOT TO ANNOUNCE THE FLT OF 4. MY FIRST REALIZATION OF THE PARACHUTISTS WAS ONE OF OUR GROUP PLANES SAYING 'LOOK OUT, WE GOT JUMPERS AHEAD.' I SAW THEM AT THAT TIME AND PULLED UP SHARP WHILE LOOKING UP FOR MORE JUMPERS. THE LESSON IS AN OLD ONE: DON'T LET THE EXCITEMENT OF THE MOMENT TAKE AWAY FROM BASIC SAFETY PROCS.

Synopsis :

NMAC BTWN SMA AND SKYDIVERS.

Time

Date : 199905

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Altitude.MSL.Bound Lower : 9000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 437893

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Critical

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Narrative :

TTT 042 DEG RADIAL 053 DME. FILED TO DFW VIA BYP 3 ARR. RECLRED WILBR 2 DUE TO SKYDIVING ACFT NEAR BYP. FOUND 1 SKYDIVE ACFT ON TCASII WHEN LEVEL 11000 FT ON WILBR 2 AT RADIAL/DME FIX INDICATED ABOVE. I LOOKED AT TCASII DISPLAY TO SEE ANOTHER ACFT POP UP ON TCASII DISPLAY BEHIND FIRST SKYDIVE ACFT FOR JUST A MOMENT, THEN IT DISAPPEARED FROM SCREEN. SECONDS LATER RECEIVED TCASII RA WITH A 'DSND, DSND' MESSAGE AND VSI SHOWING 1500 FPM DSCNT. FOUND ACFT VISUALLY AS I DSNDED. IT CORRESPONDED TO THE SECOND ACFT THAT BRIEFLY APPEARED ON TCASII SCREEN. AFTER APPROX 1000 FT DSCNT, RECEIVED 'MONITOR VERT SPD' MESSAGE, FOLLOWED SHORTLY THEREAFTER BY ANOTHER 'DSND, DSND' MESSAGE. I CONTINUED DSCNT AS ACFT PASSED ABEAM TO THE R. CONTINUED DSCNT WHILE WAITING FOR 'CLR OF CONFLICT' MESSAGE. AFTER REACHING ABOUT 9000 FT, WITH THE ACFT BEHIND US, I DECIDED TO RETURN TO 11000 FT. WE DID NOT RECEIVE A 'CLR OF CONFLICT' MESSAGE. ZFW ADVISED OF RA, AND WE WERE CLRED TO DFW APCH CTL. THE MIX OF SKYDIVING ACFT AND DFW INBOUND ARR ACFT IN THE AREA AROUND BYP IS UNACCEPTABLE. THE WILBR ARR DOES NOT PROVIDE ENOUGH LATERAL SEPARATION BTWN SKYDIVE ACFT AND DFW ARR TFC.

Synopsis :

MD80 CREW RESPONDS TO TCASII RA DURING STAR AT DFW.

Time

Date : 199906
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZOB.ARTCC
State Reference : OH
Altitude.MSL.Bound Lower : 9000
Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Make Model : Small Transport, Low Wing, 2 Recip Eng

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC
Make Model : Mooney Acft Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2600
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 300
ASRS Report : 440090

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 3
Independent Detector.Other.Flight CrewB : 4

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Facility
Problem Areas : ATC Human Performance

Narrative :

THIS SIT I BELIEVE WAS CREATED BY AN EXCESSIVE AMOUNT OF TFC BEING HANDLED BY 1 CTLR. I DEPARTED PARKMAN, OH, WITH A LOAD OF JUMPERS TO DROP AT PARKMAN. I DID NOTE A LOT OF RADIO TFC, SO I WAITED TO GET A LONG ENOUGH PAUSE TO GET MY INITIAL RADIO CALL IN. THE CTLR RESPONDED BY SAYING HE COULD NOT GIVE ME ADVISORIES DUE TO WORKLOAD. I THEN TOLD HIM THAT I WAS 15 MINS TO JUMP OVER PARKMAN AT ABOUT 9000 FT. DURING CLB, AN AIRLINER CALLED THE CTLR TO RPT A NEAR MISS. THE CTLR AND MYSELF THOUGHT THAT I WAS THE ACFT THE AIRLINER HAD TO AVOID. I DID FINALLY SEE ANOTHER ACFT, BUT IT WAS JUST PASSING MY ALT ABOUT 3 MI AWAY AND CLBING. THEN AS I PASSED 12000 FT, ANOTHER AIRLINER CALLED THAT HE WAS MANEUVERING AROUND A MOONEY AT 9000 FT. I NOW BELIEVE THAT THE FIRST CALL WAS ALSO THE SAME MOONEY BECAUSE THE CTLR THOUGHT THAT I WAS CLOSE TO CHARDON VOR. I RPTED THAT I WAS NOT AT THAT LOCATION. AFTER MAKING MY 5 MIN AND 1 MIN TO JUMP CALLOUT, I LET MY JUMPERS OUT AND STARTED DSNDING. WHEN I RPTED THIS, THE CTLR ASKED ME TO CALL CTR ON THE TELEPHONE AND GAVE ME A NUMBER TO CALL. THE PERSON I TALKED TO ON THE PHONE TOLD ME THAT I WAS NOT IN ERROR AND THE CTLR WORKING AT THAT TIME HAD NOT HANDLED MY REQUEST PROPERLY. LATER THAT EVENING THE SUPVR CALLED ME AND EXPLAINED TO ME THAT I HAD DONE NOTHING WRONG. I THOUGHT HE WAS VERY NICE TO ME IN HIS CONVERSATION WITH ME. HE EXPLAINED TO ME HOW HE POINTED OUT THE RULES THAT I HAVE TO FOLLOW TO HIS CTLR WORKING ME THAT EVENING. ALTHOUGH I HAVE NEVER HAD A NEAR MISS FLYING JUMPERS, I HAVE HAD SEVERAL FLTS WHERE THE CTLR REFUSED SVC DUE TO WORKLOAD. PART 105 ONLY REQUIRES ME TO RPT JUMP ACTIVITY 5 MINS PRIOR TO JUMP, IN CLASS E AIRSPACE. I BELIEVE THAT MANY CTLRS ARE NOT AWARE OF THIS. I ALSO BELIEVE THE PRACTICE OF HAVING CTLRS WORK MULTIPLE FREQS AT THE SAME TIME IS A DANGEROUS PRACTICE. I BELIEVE THE CTLRS ARE DOING THE BEST THEY CAN WITH THE AVAILABLE RESOURCES. IT IS TIME THE FAA STARTS STAFFING THE CTL CTRS WITH MORE CTLRS.

Synopsis :

SMT JUMP ACFT WAS NOT PROVIDED ACCEPTABLE ATC HANDLING.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : MD

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : ATR 42

Aircraft / 2

Controlling Facilities.TRACON : RIC.TRACON

Make Model : King Air 100 A/B

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5100

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 3000

ASRS Report : 440280

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PXT ADVISED OF ACFT AT 11-12 O'CLOCK POS UNDER CTL OF ZDC. TARGET WAS A TCASII, 500 FT BELOW, HDG SSW. ACFT MADE L TURN TO PARALLEL OUR COURSE, ENDING UP AT OUR 1 O'CLOCK POS APPROX 5 MI OUT. TCASII SHOWED 500 FT LOWER BUT APPEARED TO BE AT SAME ALT. PXT ADVISED OTHER ACFT HAD ADVISED ZDC THAT HE HAD US IN SIGHT. THIS WAS NOT POSSIBLE SINCE WE WERE AT HIS 6-7 O'CLOCK POS. TARGET ACFT BEGAN A L TURN DIRECTLY ACROSS OUR FLT PATH. CAPT TOOK MANUAL CTL AND CLBED AS TCASII GAVE TA 'TFC' AND RA 'CLB.' PXT WAS ADVISED OF EVASIVE MANEUVER AND INACCURACY OF TARGET'S XPONDER. AS ACFT CROSSED UNDER, WE COULD CLRLY SEE MISSING/OPEN CABIN DOOR, A JUMPER(?) LOOKING OUT. WE CLBED TO 13500 FT THEN DSNDED BACK. THERE IS NO SUBSTITUTE FOR 'EYEBALLS OUT' SCANNING.

Synopsis :

AN ATR42 FLC RECEIVED A TCASII RA FROM A PARACHUTE JUMP ACFT NEAR PXT.

Time

Date : 199906
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Altitude.MSL.Bound Lower : 2500
Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Make Model : Jetstream 41

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON
Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5500
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 900
ASRS Report : 440591

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutory Action.Flight Crew : Took Evasive Action
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS CAPT AND PF ON A SCHEDULED FLT FROM JFK TO PHL. SHORTLY AFTER LEAVING JFK AT 6000 FT, STILL WITH DEP AND ABOUT 5 MI FROM CYN VOR ON VICTOR 1, I SAW A CESSNA AT OUR ALT AND OPPOSITE DIRECTION. I LOOKED AT THE TCASII BUT SAW NO TARGET, SO I DECIDED TO TAKE EVASIVE ACTION. I BANKED L AND TURNED 40 DEGS OFF COURSE TURNING ON ALL MY LIGHTS (CONSPICUITY LIGHTS WERE ALREADY ON). I COULD THEN SEE THAT HE WAS NOT OPPOSITE DIRECTION BUT MOVING SLIGHTLY R TO L. I INCREASED MY BANK TO TURN FURTHER AWAY, UNABLE TO SAFELY REVERSE THE TURN. I ESTIMATE HORIZ DISTANCE TO BE 1/2 MI. THE FO HAD A VISUAL ON HIM. FINALLY, IT SHOWED UP ON THE TCASII AND WAS OBSERVED DSNDING AT A FAST RATE. I REJOINED THE AIRWAY AND WE ASKED ATC IF HE HAD ANY TFC FOR US. HE REPLIED CASUALLY, 'JUST A JUMPER PLANE PASSING OFF YOUR R, NO FACTOR!' IT TURNS OUT THIS GUY WAS WORKING THAT TFC THE WHOLE TIME! HAD I NOT TAKEN EVASIVE ACTION, IT WOULD HAVE BEEN A COLLISION. I DO NOT KNOW WHY IT DID NOT SHOW UP ON TCASII. I TOLD THE CTLR ABOUT OUR EVASIVE ACTION AND ADDED THAT MAYBE THE JUMP PLANE SHOULD DO HIS STUFF OFF THE AIRWAY. (VICTOR 1 IS THE BUSIEST AIRWAY ON THE EAST COAST). HE SAID THAT IT WAS NOT ON THE AIRWAY. I DID NOT GET INTO EXPLAINING TO HIM THAT AIRWAYS ARE 8 MI WIDE. FURTHER DOWN THE ROAD, WITH MCGUIRE APCH 15 MI FROM VCN VOR, ATC GAVE US A DSCNT TO 4000 FT. SOON AFTER REACHING 4000 FT, I SAW A TCASII TARGET OPPOSITE DIRECTION 500 FT ABOVE AND 5 MI. I SLOWED FROM 210 KIAS TO 190 KIAS AND WE LOOKED. ATC FREQ WAS CONGESTED AND THE FO COULD NOT ASK ABOUT THE TARGET. AT ABOUT 1 MI, THE TCASII SHOWED IT BEGIN TO DSND AND AN RA COMMANDED A 2500 FPM DSCNT. I WENT TO FLT IDLE AND PUSHED THE NOSE OVER. AT ABOUT 2700 FT MSL, THE RA WAS RESOLVED, AND I RECOVERED AT 2500 FT MSL. THANK GOD THE PAX AND FLT ATTENDANT WERE SEATED. THE TARGET PASSED OVERHEAD AND SLIGHTLY TO THE R, BUT WAS NEVER IN SIGHT. WE GOT IN TOUCH WITH ATC, TOLD HIM OF OUR RA AND EVASIVE ACTION AND HE SEEMED PUZZLED AS TO WHY WE WERE TELLING HIM ABOUT IT. WE TOLD HIM IT WAS MANDATORY FOR US TO FOLLOW THE RA AND RPT ANY DEV FROM ASSIGNED COURSE OR ALT. HE SAID FINE AND GAVE US A VECTOR AND HAD US MAINTAIN 2500 FT. WE WERE STILL 35 MI OUT OF PHL, AND I WAS NOT HAPPY. HE THEN ASKED US WHAT AN RA WAS! AS THE FO WAS TALKING TO HIM, WE GOT ANOTHER RA! THE CTLR GOT AN EARFUL OF 'CLB, CLB' AND THE RA COMMANDED A 1500 FPM CLB, WHICH I DID. AT 3000 FT IT WAS RESOLVED AND I RECOVERED. ATC THEN SAID 'GO AHEAD AND MAINTAIN 3000 FT, TURN R HDG 360 DEGS, #2 BEHIND A DC9, CLRED FOR THE APCH.' I SAW THE 9 AND ON TCASII HE WAS ABOUT 3 MI! TALK ABOUT NO BREAKS. NOT ONCE WERE ANY OF THESE RA ACFT POINTED OUT TO US. I UNDERSTAND ATC ONLY HAS AN OBLIGATION TO SEPARATE IFR FROM IFR, BUT GOOD GOD, THESE GUYS ARE REALLY GETTING LAX. IN EACH CASE, ATC KNEW OF THE TFC BUT DID NOT TEL US. CLRLY THE LEVEL OF COMPETENCE OF THE CTLRS IS GETTING WORSE. I HAVE BEEN FLYING FOR 9 YRS, AND THE QUALITY OF SVC HAS REALLY GONE DOWNHILL. IT'S SAD THAT A CTLR WORKING IN A CLASS B TERMINAL WITH HVY AIRLINE OPS DOES NOT KNOW WHAT AN RA IS, OR HOW IT IS CAUSED. AT ANY RATE, ATC SHOULD HAVE A LEGAL OBLIGATION TO SEPARATE IFR FROM ALL TARGETS VISIBLE. 300 FT OR LESS THAN 1/2 MI BTWN AN IFR TRANSPORT AND VFR TFC IS AN ABOMINATION. WHAT KIND OF TRAINING ARE THESE GUYS GETTING ANYWAY? THIS WAS A BEAUTIFUL CAVU VFR SATURDAY, WITH PVT PLTS EVERYWHERE. AS AN ACFT OWNER, I AM A BIG SUPPORTER OF GA, HOWEVER THE GA PLT POPULATION NEEDS TO BE BETTER EDUCATED ON HOW TO OPERATE SAFELY IN THE BUSY NE CORRIDOR, AND AROUND TERMINAL AREAS. I BELIEVE THE FAA SHOULD TAKE A LEADERSHIP ROLE IN SOLVING THIS. THEY ALREADY HAVE A SYS IN PLACE WITH THE WINGS PROGRAM. AS WELL AS TEACHING FLT INSTRUCTORS TO EMPHASIZE THIS IN THEIR TRAINING TO TEACH OTHERS. ZNY HAS GOTTEN SOME NEW EQUIP, WHICH IS GREAT, BUT THEY HAVE US TURBOPROPS EVEN LOWER THAN USUAL TO ACCOMMODATE INCREASED SEPARATION UNTIL THEY LEARN THE NEW SYS. OUR NORMAL ALT SEBOUND IS 12000 FT, BUT WE ARE GIVEN 6000 FT INSTEAD, AND DROPPED TO 4000 FT WITHIN 50 MI OF THE ARPT. VERY UNSAFE. THINGS ARE BACK TO NORMAL NOW, BUT WE STILL ARE GIVEN VERY LOW ALTS FAR AWAY FROM THE TERMINAL, OUTSIDE OF THE CLASS B. THIS PRACTICE MUST STOP OR A COLLISION IS INEVITABLE. ALL IT TAKES IS A VFR GUY NAVING ON AN AIRWAY, CHANGING ALT WITH HIS XPONDER IN STANDBY MODE.

Synopsis :

RPTR COMPLAINS THAT HIS FLT ENCOUNTERED SEVERAL TCASII RA'S, AND NO TA'S WERE ISSUED, EVEN THOUGH ATC MAY HAVE BEEN IN CONTACT WITH THE OTHER ACFT. RPTR ADVOCATES ALL IFR ACFT SHOULD BE PROVIDED SEPARATION FROM ALL TARGETS.

Time

Date : 199906

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : CO

Altitude.MSL.Bound Lower : 6600

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON

Make Model : Commercial Fixed Wing

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 150

ASRS Report : 440864

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON TOMSN TWO ARR TO THE DENVER INTL ARPT, BTWN TOMSN AND SCALE INTXNS. TOLD BY APCH TO DSND FROM 11000 FT TO 6000 FT. JUST PRIOR TO PASSING 7000 FT (APPROX 7200 FT) WAS TOLD TO LEVEL AT 7000 FT FOR TFC. (JUMP ACFT AT 7000 FT.) JUST AS WE LEVELED AT 7000 FT WE GOT A TCASII TO DSND (RA) WE HAD TO GO TO APPROX 6600 FT TO GET A 'CLR OF CONFLICT' MESSAGE FROM TCASII. NEVER SAW THE OFFENDING ACFT. REMAINDER OF THE FLT WAS NORMAL.

Synopsis :

A FLC RECEIVED A TCASII RA ON DSCNT INTO DIA.

Time

Date : 199906
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PVD.Airport
State Reference : RI
Altitude.MSL.Bound Lower : 7500
Altitude.MSL.Bound Upper : 8500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PVD.TRACON
Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.TRACON : PVD.TRACON
Make Model : Cessna Single Piston Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 800
ASRS Report : 440870

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 130

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM PVD, PVD RADAR CTL ASSIGNED A NW HDG FOR AN ACFT DROPPING SKYDIVERS. WE WERE CLBING TO OUR ASSIGNED ALT OF 10000 FT OR 12000 FT. ON THE ASSIGNED HDG, WE RECEIVED A TA WARNING ON TCASII. CREW STARTED LOOKING FOR TFC. I INSTRUCTED PF TO START LEVELING OFF. ACFT ON TCASII WAS ABOVE US AND DSNDING. BEFORE WE COULD ACQUIRE A VISUAL ON ACFT, OUR TCASII TURNED INTO AN RA. WE FOLLOWED OUR TCASII DIRECTION FOR RA. TCASII COMMANDED A DSCNT OF ABOUT 1500 FT DOWN. WE STARTED OUR DSCNT AT 8500 FT AND TCASII STATED 'CLR OF CONFLICT' AT ABOUT 7500 FT. ABOUT THIS SAME TIME WE HAD A VISUAL ON THE TFC (A HIGH WING, SINGLE ENG CESSNA) AND STARTED TO LEVEL OFF. THE COPLT WAS THE PF. WHILE HE WAS DSNDING, I INFORMED ATC THAT 'WE HAVE A TCASII RA AND WE ARE DSNDING.' HE ACKNOWLEDGED OUR XMISSION. AFTER THE CONFLICT WAS OVER AND WE WERE CLBING BACK TO ASSIGNED ALT, I INQUIRED TO ATC WHETHER OR NOT HE HAD THAT ACFT OR RADAR, AND HIS RESPONSE WAS, 'I HAVE SEVERAL ACFT OUT THERE, SOME WITH MODE C AND SOME WITHOUT.' I FEEL THAT MY CREW DID AN EXCELLENT JOB FOLLOWING COMPANY PROCS AND SOP PER OUR TCASII TRAINING. IF ATC WOULD HAVE ADVISED US OF VFR TFC WITH MODE C, WE WOULD HAVE HAD MORE OPTIONS SOONER.

Synopsis :

A B727 FLC USES TCASII TO AVOID A DSNDING SKYDIVER ACFT NW OF PVD, RI. TA NOT GIVEN.

Time

Date : 199906
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : 3TE.Airport
State Reference : MI
Altitude.MSL.Bound Lower : 9000
Altitude.MSL.Bound Upper : 10500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON
Make Model : Skylane 182/Rg Turbo Skylane/Rg

Aircraft / 2

Controlling Facilities.TRACON : D21.TRACON
Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 850
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 300
ASRS Report : 440927

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Took Evasive Action
Resolutive Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

DURING DSCNT FROM DROPPING SKYDIVERS AT 11000 FT MSL OVER THE 3TE ARPT (TECUMSEH, MI), I WAS HDG E AND WAS ADVISED OF ACR Y DC9 2-3 MI AT MY 4 O'CLOCK POS, ALSO DSNDING FROM 11000 FT. AS THAT POS WAS HIDDEN BY MY WING, I BEGAN A TURN TO S, AS THE CTLR INDICATED THAT THE DC9 WOULD PASS WELL IN FRONT OF ME ON THAT HDG. THE DC9 WAS ON A DIFFERENT APCH FREQ. AFTER TURNING I WAS ADVISED OF THE DC9 AT 1 MI AHEAD AND 500 FT BELOW ME, BUT IN FACT, I VISUALLY ACQUIRED IT STRAIGHT AHEAD AND AT MY ALT. THE DC9 WAS HDG E AND IN A R BANK, TURNING AWAY FROM ME. I IMMEDIATELY BEGAN A STEEP L TURN AWAY TO THE N, AND ADVISED APCH THAT I HAD THE TFC IN SIGHT. WE SEPARATED AND THE TFC WAS NO LONGER A FACTOR. AS I OBSERVED THE DC9 IN A CLBING R TURN, I ASSUME THAT HE MAY HAVE HAD A TCASII RA, BUT AS I DID NOT HEAR ANY CONVERSATION BTWN THE DC9 AND HIS CTLR, I AM NOT SURE. CONTRIBUTING FACTORS: REFS: L23 ENRTE CHART, PANEL C EC-1 APCH CHARTS. CRUXX 4 AND MIZAR 2 STARS. YIP TFC ON CRUXX 4 ARR AND DTW TFC ON MIZAR 2 ARR ARE ROUTINELY ROUTED NEAR OR THROUGH THE ESTABLISHED DROP ZONE AT 3TE ARPT. WHILE YIP TFC IS ON OUR DTW FREQ (118.95) DTW ARRS ARE ON A DIFFERENT FREQ AND MAY NOT BE AWARE OF OUR SKYDIVING ACTIVITIES. OUR SKYDIVING ACFT (3 C182'S) ARE ROUTINELY CLBING AND DSNDING WITHIN 5 MI OF 3TE ARPT, WHILE YIP ARRS ARE ROUTED DIRECTLY THROUGH OUR CLB AND DSCNT AREAS.

Synopsis :

A SKYDIVER C182 HAS A NEAR MISS WITH A DC9 MAKING A STAR ARR TO DTW, MI.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Bound Lower : 11000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : DC-9 30

Aircraft / 2

Controlling Facilities.ARTCC : ZFW.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 3500

ASRS Report : 441416

Person / 2

Function.Controller : Radar

Person / 3

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1000

ASRS Report : 440968

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : NMAC

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

APCHING ADDVL ON WILBR 2 ARR AT 11000 FT, 250 KTS, CTR ADVISED SEVERAL TARGETS IN OUR QUADRANT WITH JUMPERS. WE WERE ASSIGNED 250 DEG HDG. CTR ADVISED TFC AT 12 - 1 O'CLOCK AT ABOUT 13000 FT WITH CLRNC TO MAINTAIN 12000 FT FOR DC9 TFC (US). WE SAW HIM ON THE TCASII. HIS DSCNT TO 12000 FT WAS QUITE FAST BUT HE DID NOT SLOW HIS DSCNT AT 12000 FT. HE CONTINUED A RAPID DSCNT AND TURNED INTO US. WE GOT AN RA 'MONITOR VERT SPD' (NO CLB). HE CONTINUED HIS DSCNT AND HDG TOWARDS US. IT BECAME APPARENT HE WOULD PROBABLY HIT US WITHOUT EVASIVE ACTION ON OUR PART. WE BEGAN A L TURN AWAY FROM THE TFC (ALL ON TCASII NO VISUAL REF, AND ATC WAS QUIET). HE CONTINUED TO TURN INTO US AND DSND. WE TURNED MORE AGGRESSIVELY TO THE L AND I ADVISED CTR WE WERE BREAKING (TURNING) L AND BEGINNING A CLB AS WE GOT A SECOND RA, 'CLB, XING, CLB.' AT ABOUT THIS TIME, TCASII SHOWED HIM AT OUR ALT, DSNDING AND MERGING JUST OFF OUR NOSE, 1 O'CLOCK. WE NEVER SAW THE TFC VISUALLY. WE GOT A 'CLR OF CONFLICT' AND ADVISED CTR WE WERE RETURNING TO HDG AND DSNDING FROM 11300 FT TO 11000 FT. WE ONLY CLBED 300 FT. ON THE GND, I CALLED CTR AND SPOKE WITH SUPVR. SHE SAID THE CTRLR THOUGHT THERE HAD BEEN A MIDAIR COLLISION. I KNOW HE WAS SHOOK, BECAUSE AFTER THE NEAR MISS HE HAD SOME DIFFICULTY TALKING TO US. I FEEL HE HAD DONE HIS JOB. WE KNOW IT WAS CLOSE TO A NEAR DISASTER. THE TCASII WORKED WELL. WHY ARE UNCTLED ACFT AT THOSE ALTS AND IN THE ARR CORRIDORS OF ONE OF THE BUSIEST ARPTS IN THE COUNTRY? I WAS TOLD THIS IS A RECURRING PROB AROUND DFW. WILL IT TAKE A MIDAIR TO GET SOMEBODY TO TAKE ACTION ON THIS PROB. FO WAS FLYING AND DID A GREAT JOB. SUPPLEMENTAL INFO FROM ACN 440968: IT SEEMS THAT SOME COURSE OF ACTION COULD BE TAKEN TO PREVENT SKYDIVING ALONG ARR CORRIDORS TO SUCH BUSY ARPTS. ESPECIALLY AT ALTS ABOVE THE TFC. IT WASN'T UNTIL AFTER THE FACT THAT THE SKYDIVERS CAME TO MIND AS TO THEIR LOCATION AND NOT BEING ABLE TO SEE THEM FALLING THROUGH OUR ALT.

Synopsis :

A DC9-30 FLT COMES WITHIN 100 FT OF A DSNDING SKYDIVER ACFT THAT BUSTED HIS ALT NE OF TTT, TX.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SHN.Airport

State Reference : WA

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Aircraft / 2

Make Model : Cessna 150

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 780

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 200

ASRS Report : 441776

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE DSNDING FROM JUMP ALT (4000 FT MSL) I WAS MONITORING 122.8 AT SHN FOR TFC. DID NOT HEAR ANY TFC RPTING. I ENTERED A 2 MI L 45 DEG ENTRY FOR RWY 23. WHILE SCANNING FOR TFC, I SAW NONE, AS I WAS ABOUT 1/2 MI FROM THE DOWNWIND LEG WHEN I HEARD AND SAW TFC ON THE DOWNWIND. WE WERE HDG FOR A CONFLICT SO I CHOSE TO DSND BELOW WHAT APPEARED TO BE CLBING TFC. I PROCEEDED TO LAND AND TAXI TO THE TIE-DOWNS. THE OTHER PLT LANDED AND WE SPOKE. HE STATED THAT HE SAW ME ON THE 45 DEG ENTRY WHILE HE WAS TURNING FROM XWIND TO DOWNWIND. HE TOOK NO CORRECTIVE ACTION TO AVOID THE CONFLICT. I WAS DSNDING TO PATTERN ALT WHILE ON THE 45 DEG AND MISSED SEEING HIS DARK COLORED ACFT IN THE TREES BEHIND HIM. WE SPOKE ABOUT BETTER SCAN AND VERBAL COM. I FELT THIS WAS A POSITIVE LEARNING EXPERIENCE FOR BOTH PARTIES.

Synopsis :

C182 PLT MEETS WITH C150 PLT AFTER NEAR MISS IN TFC PATTERN OF UNCTLED ARPT.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : B737-300

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 15

ASRS Report : 443012

Person / 2

Function.Observation : Company Check Pilot

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 12400

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 4500

ASRS Report : 443176

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Independent Detector.Aircraft Equipment : TCAS

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Narrative :

WHILE CLBING OUT OF ONT ON THE PRADO SID, PASSING THROUGH 13500 FT MSL AN RA WAS RECEIVED. THE TCASII SHOWED TFC AT 2 O'CLOCK POS, AND 14000 FT MSL. THE GUIDANCE 'GREEN ARC' SHOWED A DSCNT AND THE AURAL WARNING SAID 'DSND, DSND.' ATC WAS IMMEDIATELY ADVISED OF THE RA AND OUR DSCNT. WE HAD JUST BEEN CLRED TO A HIGHER ALT. THE PF ALSO TURNED AWAY FROM THE TFC. THIS TFC HAD NOT BEEN PREVIOUSLY CALLED OUT BY ATC. ATC THEN SAID WE HAD VFR TFC 3 MI AT 14000 FT MSL WITH PARACHUTE JUMPING IN PROGRESS. WHEN WE WERE AT 13000 FT MSL AND CLR OF THAT TFC ATC TOLD US TO CLB IMMEDIATELY TO 15000 FT MSL, WHICH WE DID. APPARENTLY THERE WAS SOME OTHER TFC IN THE AREA.

Synopsis :

A BOEING 737-300 FLC RECEIVED A TCASII RA ON DEP FROM ONT.

Time

Date : 199907

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : L32.Airport

State Reference : CA

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 10

ASRS Report : 443710

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WITH THE DOOR REMOVED, IT WAS DIFFICULT TO COMMUNICATE. SHORTLY AFTER TKOF ON THE FIRST LOAD, I HAD GREAT DIFFICULTY TALKING TO THE APCH CTLR. I HAD MADE A CUSTOM CHKLST FOR THIS OP AND ITS PROCS. ABOUT 1/2 WAY UP 4500-5000 FT MSL, THE APCH CTLR SAID SOMETHING VERY UNUSUAL. SOMETHING ABOUT 'DANGEROUS SKYDIVING OPS AT OCEANSIDE.' THIS RATTLED 'THE BOSS' WHO WAS LISTENING ON THE SPEAKER. IMAGINE A C182 CLBING WITH THE DOOR REMOVED AND THE SPEAKER UP LOUD! HE ORDERED ME TO 'TAKE US DOWN.' NO BIG DEAL. I THOUGHT THE COMMENT FROM APCH WAS A PRANKSTER ON FREQ. NOT SO. THE BOSS CALLED SOCAL TRACON AND GOT AN EXPLANATION. THIS SET THE MOOD. I REFER TO MY FRIEND AS 'THE BOSS' BECAUSE HE IS DICTATING EVERY TURN DURING THE CLB. THEN IT WAS MY TURN TO SCREW UP. THE APCH FREQ WAS WALL-TO-WALL AND I HAVE THE BOSS YELLING CONSTANTLY. HE'S NOT ANGRY IT'S JUST REAL NOISY! I JUST FORGOT TO ADVISE APCH 1 MIN PRIOR. MY FIRST THOUGHT WAS TO LIE AND CLAIM I WAS BLOCKED. THE APCH CTLR TOLD ME TO CALL HIM WHEN I LANDED. 'POSSIBLE PLTDEV.' I CALLED AND FESSED UP AND I WAS GIVEN A MUCH DESERVED TALKING TO.

Synopsis :

A C182 PARACHUTE JUMP PLT FAILED TO NOTIFY SCT TRACON 1 MIN PRIOR TO JUMP ACTIVITIES.

Time

Date : 199907

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : OR

Altitude.AGL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P80.TRACON

Make Model : Caravan 1 208A

Aircraft / 2

Controlling Facilities.TRACON : P80.TRACON

Make Model : PA-34-200 Seneca I

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 444056

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE LAST SKYDIVER WAS EXITING MY ACFT. SIMULTANEOUSLY, PDX APCH NOTIFIED ME OF TFC E OF THE DROP ZONE, WBOUND. I INFORMED APCH THAT I HAD JUMPERS AWAY AND WAS DSNDING AND LOOKING FOR TFC. IMMEDIATELY I SPOTTED THE SENECA, JUST ABOUT TO TRAVERSE MY JUMP RUN, SEVERAL THOUSAND FT BELOW. I IMMEDIATELY RECOGNIZED THE DANGER OF A COLLISION AND BROADCAST MY SUGGESTION FOR AN IMMEDIATE TURN. I AM NOT SURE WHETHER THE SENECA PLT RECEIVED MY XMISSION. I HEARD PORTLAND APCH INFO OF THE SKYDIVING CTR AHEAD AND IN CLOSE RANGE. AT THIS POINT HE SEEMED CONFUSED ABOUT HIS POS, STATING THAT HE WAS WELL S OF SKYDIVE, OR. (AND IN FACT WAS NEARLY DIRECTLY ABOVE.) A FEW SECONDS LATER, HE BROADCAST HIS REALIZATION OF HIS MISTAKE, STATING THAT HE WAS LOOKING AT, AND REFING HIS POS TO, PORTLAND-MULINO ARPT, THINKING THAT IT WAS SKYDIVE, OR. (PORTLAND-MULINO ARPT IS 4 MI N.) 1 JUMPER RPTED AN ESTIMATED 200 FT DISTANCE TO THE SENECA DURING HIS FREE-FALL.

Synopsis :

A CESSNA 208 SKYDIVING ACFT HAD A PIPER SENECA FLY NEAR THE JUMPERS S OF PDX.

Time

Date : 199908

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : S27.Airport

State Reference : MT

Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC

Make Model : Mooney Acft Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : ZLC.ARTCC

Make Model : King Air C90 E90

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 900

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 500

ASRS Report : 444941

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : Airborne Critical

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

NEAR MISS WITH KING AIR IN CLB. JUMP PLANE THEN PROCEEDED W TO 16500 FT WHERE IT DROPPED 6 JUMPERS OVER V448 IN THE PATH OF OUR FLT -- DESPITE A WARNING THAT AN IFR AIRPLANE WAS IN THE IMMEDIATE AREA (FROM ZLC). ONLY A VISUAL DIVERSION PREVENTED HITTING JUMPERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE KING AIR THAT DEPARTED S27 MAY NOT HAVE BEEN THE ONE THAT DROPPED THE JUMPERS. THE DEP KING AIR SEEN AT 2000 FT AGL WAS NOT RPTD BY CTR CTLR SINCE THE TFC IS NOT PICKED UP ON RADAR UNTIL A HIGHER ALT IS REACHED. WHEN THE JUMPERS WERE SIGHTED THE PLT OF ACFT X RPTD THAT EVENT AND THE KING AIR THAT THEY HAD MISSED EARLIER SAID THAT HIS JUMPERS WERE NOT AWAY, SO THERE IS SOME CONFUSION HERE. THE ACFT WERE NOW ABOUT 18 MI OUT OF V-448 BY A PVT ARPT, CARSON. THIS IS NEAR THE BOUNDARY FOR ZLC AND ZSE CTL. RPTR WAS ADVISED OF THE FAA HOT LINE FOR EVENTS OF THIS NATURE.

Synopsis :

A MOONEY PVT PLT EXPERIENCES A POTENTIAL CONFLICT WITH A KING AIR DEPARTING S27 AND IN CLB, LATER HAS TO AVOID JUMPERS THAT WERE DROPPED WITHOUT COORD WITH ZLC.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : IN

Altitude.MSL.Single Value : 11000

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.TRACON : C90.TRACON

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 447557

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : Airborne Critical

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT AHEAD OF US GOING TO ORD ADVISED OF TCASII ALERT FOR ANOTHER ACFT HOVERING OVER BEARZ INTXN ON APCH FREQ. WE SAW THE CONFLICT ON TCASII AND WERE ALSO ALERTED BY APCH CTL. EXPECTING A HELI TYPE TARGET, WE WERE VIGILANT LOOKING INTO THE SETTING SUN IN HAZE. WE PICKED UP THE TARGET ACFT AT OUR ALT CLOSING. HAVING ACQUIRED THE TFC VISUALLY NOW LESS THAN 3 MI AWAY, I BEGAN A L TURN JUST AS THE TARGET ACFT EJECTED 2 PARACHUTE JUMPERS. HAD I BEGUN THE DSCNT PER TCASII ALERT, WE WOULD HAVE FLOWN THROUGH THE CHUTIST'S PATH. THE COURSE OF ACTION TAKEN TO TURN VICE DSND WAS VOICED TO APCH CTL, AND WE WERE CLRED BACK TO ORD WHEN CLR OF TFC. DROP ACFT WAS ON THE ARR RTE TO ORD AT AN EVEN ALT OF 11000 FT. GIVEN THE POOR VISIBILITY AND SUN ANGLE, THIS WAS NOT A SAFE TIME AND PLACE TO BE DROPPING SKYDIVERS WITH PARASAIL CHUTES. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: BY RPTR'S ACCOUNT, THE TFC WAS RPTED BY THE ACFT IN FRONT OF THEM AS HOVERING, WHICH HE UNDERSTOOD AS A HELI. IN FACT, THE ACFT WAS A FIXED, HIGH WING, SINGLE ENG ACFT WHICH WAS FLYING A CIRCULAR PATTERN IN THE VICINITY OF THE BEARZ INTXN. WHILE APCH CTL ALERTED THE FLT TO THE TFC, THEY WERE APPARENTLY NOT AWARE THAT IT WAS A SKYDIVING ACFT. THE FLT MONITORED THE ACFT ON TCASII. THE FO ACQUIRED THE ACFT VISUALLY ON THE R SIDE AS THE CAPT BEGAN AN EVASIVE L BANK. THEY DID RECEIVE A TCASII RA BUT DID NOT RESPOND SINCE TO DO SO WOULD HAVE PUT THEM IN A DSCNT THROUGH THE 2 PARACHUTE JUMPERS. THE RPTR RECEIVED A RESPONSE FROM HIS COMPANY INDICATING THAT C90 TRACON REALIZES THAT SKYDIVING IS AUTH IN THE AREA.

Synopsis :

MD80 FLC AVOIDS CONFLICT WITH SKYDIVERS AND ACFT WHILE ON STAR FROM ORD.

Time

Date : 199911

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : FO

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B767-300

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 30000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 4000

ASRS Report : 453434

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

STUTTGART RADAR HAD CLRED US DIRECT LBU, MAINTAIN 10000 FT. HAD JUST LEVELED AT 10000 FT AND STARTED SPD REDUCTION WHEN TCASII RA WENT OFF, SHOWING CLB OF 5000 FPM. WE MADE RADIO PULL-UP AND L TURN, ADVISED RADAR. THEY GAVE US 11000 FT AND 90 DEG L TURN. RADAR SAID IT WAS A SKYDIVER JUMP ACFT CLRED TO 9000 FT. RADAR SAID THEY SHOWED 9800 FT. THE ONLY TIME I SAW TCASII WAS 9700 FT. RADAR SAID THEY WERE UNABLE TO WRITE IT UP BECAUSE THE PLT SAID HE WAS AT 9000 FT. THANK YOU TCASII!

Synopsis :

A B767-300 FLC RECEIVED A TCASII RA AND HAD AN NMAC WITH A PARACHUTE JUMP ACFT NEAR LBU, FO.

ACN: 453985

Time

Date : 199910

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MGI.Airport

State Reference : NY

Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Small Aircraft

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 25

ASRS Report : 453985

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Weather

Narrative :

ON OCT/XA/99 AFTER RELEASING SKYDIVERS AT ORANGE COUNTY ARPT IN NEW YORK, SEVERAL (4 OR 5) OF THE JUMPERS WERE FORCED TO LAND ON THE WRONG SIDE OF THE ACTIVE RWY (RWY 3/21) TO AVOID XING THE RWY AT LOW ALTS. TO MY KNOWLEDGE, THERE WERE NO NEAR MISSES OR GARS CAUSED BY THIS INCIDENT. ANNOUNCEMENTS WERE MADE ON ORANGE COUNTY'S CTAF, THAT SKYDIVING ACTIVITIES WOULD TAKE PLACE AT 5 MIN, 2 MIN AND 1 MIN INTERVALS PRIOR TO RELEASE, AND AN ANNOUNCEMENT THAT JUMPERS WERE IN THE AIR DURING THE ACTUAL RELEASE.

Synopsis :

A PLT RELEASED SKYDIVERS THAT CROSSED THE ACTIVE RWY PRIOR LNDG AT MGJ.

Time

Date : 199911
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : L65.Airport
State Reference : CA
Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Twin Otter DHC-6

Aircraft / 2

Make Model : Twin Otter DHC-6

Aircraft / 3

Make Model : Twin Otter DHC-6

Aircraft / 4

Controlling Facilities.ARTCC : ZLA.ARTCC
Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 25
ASRS Report : 454656

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

AFTER DROPPING SKYDIVERS FROM 16500 FT MSL, THE 3-SHIP FORMATION OF DH6'S I WAS LEADING PASSED WITHIN VISUAL RANGE OF AN AIRLINER EBOUND ON V64 APPROX 6-8 NM W OF THE PERRIS (L65) ARPT. I INFORMED SOCAL APCH 'DEHAVILLAND XA IN THE LEAD, FLT OF 3 DSNDING TO THE W (FOR PERRIS) SQUAWKING XXXX.' SOCAL ACKNOWLEDGED WITH RADAR CONTACT AND ALT VERIFICATION. SEVERAL OTHER RADIO XMISSIONS WERE ONGOING ON FREQ 134.0 WITH OTHER ACFT. VISUALLY SPOTTING AIRLINER TFC AHEAD EBOUND ON V64, I STARTED A DSNDING L TURN BACK TO THE PERRIS ARPT. SOCAL APCH THEN ISSUED A TA AND REQUESTED A R TURN NBOUND TO AVOID THE TFC. THE CTLR ALSO REALIZED THAT WE WERE ALREADY IN THE L TURN TO THE S, AMENDING HIS INSTRUCTIONS TO TIGHTEN THE TURN AND ROLLOUT NBOUND. ALL PLTS IN THE 3-SHIP FORMATION MAINTAINED THEIR VISUAL LOOKOUT AND WERE NOT AWARE OF ANY ACFT CAUSING A TFC CONFLICT FOR OUR VFR DSCNT. THE REST OF THE PROB IS DUE TO ATC SATURATION, 30-40% OF ALL XMISSIONS ARE NOT GETTING THROUGH ON THE FIRST ATTEMPT. CTLR WORKLOAD IS SO GREAT THAT NORMAL ATC SVCS ARE DISRUPTED AND DELAYED. THIS OVERSATURATION IS NOT THE NORM, IT MANIFESTS ITSELF FOR LIMITED TIME PERIODS ON WKENDS. LOA'S WITH LCL SKYDIVING OPERATORS HELP RELIEVE SOME WORKLOAD BUT AS CAPACITY INCREASES THE CURRENT SYS BECOMES EASILY SATURATED DEGRADING THE SVCS PROVIDED BY ATC.

Synopsis :

A 3 SHIP FORMATION OF TWIN OTTERS CAME WITHIN 3 MI OF AN AIRLINER NEAR HDF.

Time

Date : 199911

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : PA

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON

Make Model : B737-400

Aircraft / 2

Controlling Facilities.TRACON : PHL.TRACON

Make Model : Twin Otter DHC-6

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16868

Experience.Flight Time.Last 90 Days : 218

Experience.Flight Time.Type : 4914

ASRS Report : 455262

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Inflight Encounter : Skydivers

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Took Precautionary Avoidance Action

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Facility

Problem Areas : Chart Or Publication

Problem Areas : FAA

Narrative :

WE WERE ON THE VCN 7 ARR TO THE PHL ARPT. ON ATIS, NOTED PARACHUTE JUMPING IN PROGRESS N OF VCN VOR -- VERY COMMON OCCURRENCE. THIS TIME AFTER CHKING IN WITH APCH CTL, WE HEARD ON THE FREQ AN EXCHANGE BTWN AN ACFT AND APCH CTL. APCH ADVISED THE OTHER ACFT THAT HE WOULD BE UNABLE TO CLR ALL THE ACFT OUT FROM HIS JUMP ZONE. UNSURE OF THE RESPONSE. SHORTLY THEREAFTER, WE WERE JUST N OF THE VCN VOR ON ASSIGNED HDG 350 DEGS LEVEL AT 8000 FT WHEN MY FO OBSERVED TCASII TFC 12 O'CLOCK 5 NM 6000 FT ABOVE. WE ASKED APCH CTL IF THAT WAS THE ACFT WITH PARACHUTE JUMPERS. APCH RESPONDED YES, AND ASKED IF WE WANTED A VECTOR. AFTER A YES RESPONSE WE WERE GIVEN 20 DEGS L, THEN OBSERVED THE OTHER ACFT VISUALLY GOING OVER THE TOP OF US. WE DID NOT OBSERVE ANY PARACHUTE JUMPING ACTIVITY. AFTER WE WERE CLR OF ANY POTENTIAL JUMPING ACTIVITY, WE WERE RECLRED BACK ON COURSE AND APCH CTL REQUESTED THAT WE ADVISE OUR SAFETY REPRESENTATIVES OF OUR CONCERNS AS THIS GOES ON ALL THE TIME IN PHILADELPHIA. THIS AREA IS ON THE ARR BUT OUTSIDE CLASS B AIRSPACE SO APPARENTLY THERE IS NOTHING ATC CAN DO ABOUT IT. IT IS, HOWEVER, RIGHT IN THE MIDDLE OF A VERY HEAVILY TRAVELED CORRIDOR OF ACR ACFT. THE OTHER ACFT WAS NOT A FACTOR AT ALL, BUT I SURE DON'T WANT TO HAVE TO DODGE PARACHUTE JUMPERS MUCH LESS HIT ONE OF THEM. PHL ATIS COMMONLY NOTES PARACHUTE JUMPING NOT ONLY ON THE VCN 7 ARR BUT ALSO 5 NM N OF THE POTTSTOWN VOR. THIS IS A VERY TRAVELED CORRIDOR FOR DEPS GOING NWBOUND. I AM SPECULATING THAT THIS IS SOME SORT OF SCHOOL OR CLUB. I HAVE NO INTEREST IN ELIMINATING PARACHUTE JUMPING ACTIVITY, BUT COMMON SENSE DICTATES THAT THEY FIND A LITTLE LESS BUSY PLACE TO DO IT.

Synopsis :

ACR REQUESTS VECTORS CLR OF PARACHUTE JUMPING OP NEAR PHL.

Time

Date : 199911

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ATL.TRACON

Make Model : Regional Jet CL65, Bombardier (Canadair)

Aircraft / 2

Controlling Facilities.TRACON : ATL.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1650

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 550

ASRS Report : 455479

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

TOOK OFF RWY 9R ATL, ENRTE TO ILM. FLEW 095 DEGS AFTER TKOF. CLBED TO 10000 FT, LEVELED OFF, AND ACCELERATED TO 300 KTS. ATC TOLD THE ACFT IN FRONT OF US TO MAINTAIN 10000 FT, TURN HDG 360 DEGS. THIS NOT A NORMAL PROC. WE WERE SOON ISSUED THE SAME INSTRUCTIONS. WE WERE TOLD THAT CTR WOULD NOT ACCEPT THE HDOF. HE ALSO TOLD US TO SLOW TO 250 KIAS. SOON AFTER, TCASII GAVE US A TA. I SELECTED THE TFC SCREEN ON MY EFIS AND OBSERVED A TARGET AT 1:30 POS, 5 MI, 1000 FT BELOW, CLBING AND CLOSING RAPIDLY. 2 SECONDS LATER, TCASII ISSUED AN RA 'CLB, CLB.' I TURNED OFF THE AUTOPLT AND BEGAN A +3000 FPM CLB AS INDICATED. I DID THIS QUICKLY AND DEFINITELY HIGHER THAN NORMAL G-FORCES WERE OBSERVED. PASSING THROUGH 11500 FT, ATC SAID 'I SEE YOU ARE CLBING FOR TFC WARNING, TURN R 090 DEGS.' AT THIS TIME THE TFC WAS AT OUR 3 O'CLOCK POS. WE SAID UNABLE DUE TO TFC. HE SAID 'OK, WELL, WHEN ABLE.' AT SOME TIME DURING THIS EXCHANGE, HE MENTIONED THAT THE ACFT WAS A PARACHUTE DROP ACFT. THIS INCIDENT WAS CAUSED BY ZTL'S SUDDEN INABILITY TO TAKE THE HDOF. WX WAS CAVU, NO ACFT WERE DEVIATING. THE ONLY THING I CAN THINK OF IS A COMPUTER PROB. WE WERE EVENTUALLY HANDED OFF TO ANOTHER SECTOR. WE HAD TO STAY AT 10000 FT FOR AN EXTENDED TIME BECAUSE NEITHER APCH NOR THE SECTOR ABOVE US WOULD TAKE US.

Synopsis :

CL65 AND A JUMP ACFT HAD A TCASII RA IN ATL CLASS B AIRSPACE.

Time

Date : 199911

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SWF.Airport

State Reference : NY

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Make Model : Regional Jet CL65, Bombardier (Canadair)

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12750

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1000

ASRS Report : 455667

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Observation : Passenger

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative :

WHILE ON VECTORS FOR SWF PROVIDED BY NEW YORK TRACON, OBSERVED A PARACHUTE OPEN AT THE SAME ALT ABOUT 300 FT OFF THE R NOSE. ADVISED TRACON OF NEAR MISS AND ASKED IF SHE KNEW ABOUT JUMPERS IN THE AREA. SHE STATED THAT SHE KNEW THERE WAS A JUMP PLANE UP BUT HAD NOT BEEN TOLD OF ANY JUMPERS OUT OF THE PLANE. CONTRIBUTING WAS THE FACT THAT WE WERE JUST COMING OUT FROM UNDER THE EDGE OF A BROKEN CLOUD DECK THAT WAS AT ABOUT 6000 FT MSL. THERE WAS NO TIME FOR EVASIVE ACTION. THE ONLY THING THAT MIGHT HAVE HELPED WAS BETTER COM BTWN TRACON AND THE JUMP PLANE. THIS WAS TOO CLOSE FOR AN AREA WITH A LARGE VOLUME OF MIXED TFC.

Synopsis :

A CL65 FLC OBSERVES A PARACHUTE OPENING AT THEIR ALT, JUST 300 FT TO THE R OF THEIR ACFT WHILE VECTORED 18 NM NW OF SWF, NY.

ACN: 455770

Time

Date : 199911

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZPH.Airport

State Reference : FL

Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : TPA.TRACON

Make Model : Twin Otter DHC-6

Person / 1

Function.Controller : Approach

Experience.Flight Time.Total : 2400

ASRS Report : 455770

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Events

Anomaly.Inflight Encounter : Skydivers

Independent Detector.Other.ControllerA : 1

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

THIS IS TO BRING ATTN TO A POTENTIALLY DANGEROUS SIT INVOLVING JUMP ACFT AND OTHER ACFT, INCLUDING IFR OVERFLTS, IN THE VICINITY OF THE ZPH ARPT. THIS ARPT LIES WITHIN THE LATERAL BOUNDARIES VICTOR 7, A FEDERAL AIRWAY THAT RUNS BTWN CROSS CITY (CTY) AND LAKELAND (LAL) VORS. OVERFLTS ARE ROUTED, BY LOA, VIA V7, FROM 3000 FT TO 12000 FT MSL. THE JUMP ACFT REMAIN CLR OF THE CLASS B AIRSPACE AT TPA APCH, ALSO BY LOA, AND CLB TO 13500 FT. THEN THEY GIVE APCH A 2 MIN WARNING BEFORE DROPPING THE JUMPERS. WE (TPA APCH) ISSUE ADVISORIES AND/OR SAFETY ALERTS TO THE JUMP ACFT, INCLUDING SUGGESTIONS TO 'HOLD JUMPERS UNTIL ADVISED FOR TFC.' SOMETIMES THE JUMP ACFT QUESTION OUR JUDGEMENT ON THE FREQ, OR WORSE YET, ADVISE US THEY ARE ALREADY IN THE PROCESS OF LEAVING THE ACFT. (THIS USUALLY HAPPENS WHEN THERE IS SO MUCH TFC THAT EITHER THE JUMP ACFT OR THE CTLR HAS MISSED A CALL). I THINK SOMETHING SHOULD BE DONE TO AVERT POSSIBLE CONFLICTS, SUCH AS A NEW LOA SUCH AS: 1) APCH HAS MORE CTL OF THE JUMP ACFT, OR 2) RERTE TFC AWAY FROM THE JUMP ZONE. AGAIN, I BELIEVE THIS IS POTENTIALLY A VERY DANGEROUS SIT THAT I FEEL OBLIGED TO BRING TO SOMEONE'S ATTN.

Synopsis :

ATC TRACON CTLR RECOMMENDS REVIEW AND AMENDMENT OF THE LOA BTWN HIS FACILITY AND THE MAJOR SKYDIVING OPERATOR WITHIN THE FACILITY CLASS E AIRSPACE DUE TO REPEATED CLOSE INFLT ENCOUNTERS BTWN ACFT AND SKYDIVERS.

ACN: 455825

Time

Date : 199911

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : X26.Airport

State Reference : FL

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 152

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1045

Experience.Flight Time.Last 90 Days : 90

ASRS Report : 455825

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Weather

Narrative :

ON NOV/XA/99 I WAS FLYING AT AN ALT OF 1500 FT MSL, HDG 190 DEGS NEAR SEBASTION MUNICIPAL ARPT (X26). WHEN I WAS APPROX 3 NM E OF THE FIELD, I WITNESSED 3 SKYDIVERS DSND THROUGH CLOUDS AND LAND AT X26. I EXECUTED AN IMMEDIATE L TURN AWAY FROM THE FIELD AS AN AVOIDANCE MEASURE. I HEARD THE JUMP PLANE PLT ANNOUNCE '...JUMPERS OUT OF...' SHORTLY AFTERWARD. THE DUAT SYS FORECAST FOR MY FLT WAS AS FOLLOWS: 25 SCATTERED TO BROKEN, 60 BROKEN, 10 RAINSHOWERS. THE ACTUAL FLT CONDITIONS WERE AS FORECASTED. I WAS UNABLE TO IDENT THE JUMP PLANE AS IT WAS ABOVE ME AND ON TOP OF THE CLOUDS, HOWEVER, IT WAS IN CONTACT WITH ZMA. THIS IS A VERY DANGEROUS ACTIVITY TO PLTS AND SKYDIVERS. THIS HAS BEEN RPTED TO FSDO-15, ORLANDO, FL, FOR VIOLATING FARS 105.13 AND 105.29(A).

Synopsis :

PLT RPTR NOTES PARACHUTE JUMPERS AS THEY DSND THROUGH A CLOUD LAYER NEAR X26.